REPORT:

COAL DUTIES (METROPOLIS).

Ordered, by The House of Commons, *to be Printed,*
12 *August* 1853.

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REPORT

FROM THE

SELECT COMMITTEE

ON

COAL DUTIES (METROPOLIS);

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, to be Printed,
15 August 1850.

1852/3. XXII.

REPORT

FROM THE

SELECT COMMITTEE

ON

COAL DUTIES (METROPOLIS);

TOGETHER WITH THE

PROCEEDINGS OF THE COMMITTEE,

MINUTES OF EVIDENCE,

APPENDIX, AND INDEX.

Ordered, by The House of Commons, *to be Printed,*
12 *August* 1853.

Lunæ, 14° *die Februarii*, 1853.

Ordered, That a Select Committee be appointed to Inquire into the Operation of the Laws under which Dues or Taxes are levied on the introduction of Coals into the Metropolis and the Neighbourhood, the Mode of Collection, and the Expenditure of such Dues or Taxes.

Jovis, 17° *die Februarii*, 1853.

Committee nominated of—

Sir John Shelley.	Sir William Jolliffe.
Mr. Masterman.	Mr. Headlam.
Sir B. Hall.	Mr. Deedes.
Mr. Miles.	Sir James Duke.
Mr. Lowe.	Mr. Vernon.
Mr. Ker Seymer.	Mr. Ewart.
Lord R. Grosvenor.	Sir H. Meux.

Ordered, That the said Committee have power to send for Persons, Papers, and Records.

Ordered, That Five be the Quorum of the Committee.

Veneris, 18° *die Februarii*, 1853.

Ordered, That Mr. Alderman *Cubitt* be added to the Committee.

Lunæ, 25° *die Aprilis*, 1853.

Ordered, That Mr. *Deedes* be discharged from further attendance on the Committee, and that Sir Joshua Walmsley be added thereto.

Veneris, 12° *die Augusti*, 1853.

Ordered, That the Committee have power to Report their Opinion, together with the Minutes of Evidence taken before them, to The House.

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BIBL. LONDIN. [illegible]

REPORT.

THE SELECT COMMITTEE appointed to Inquire into the Operation of the LAWS under which DUES or TAXES are levied on the Introduction of COALS into the METROPOLIS and the Neighbourhood, the Mode of Collection and the Expenditure of such Dues or Taxes; and who were empowered to Report their Opinion and the Minutes of Evidence taken before them to The House:——HAVE considered the Matters to them referred, and have come to the following Resolution, which they agreed to Report to The House, together with the MINUTES OF EVIDENCE taken before them:—

Resolved,

THAT it is the opinion of this Committee that the Inquiry should be proceeded with in the next Session of Parliament.

12 *August* 1853.

PROCEEDINGS OF THE COMMITTEE.

Martis, 8° die Martii, 1853.

MEMBERS PRESENT:

Mr. Masterman.	Mr. Ker Seymer.
Mr. Lowe.	Sir William Jolliffe.
Sir James Duke.	Mr. Vernon.
Sir Henry Meux.	Sir John Shelley.

Sir JOHN SHELLEY called to the Chair.

Committee deliberate on the course of proceeding.

[Adjourned till Tuesday, 15th instant, at Two o'clock.

Veneris, 18° die Martii, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Mr. Lowe.	Mr. Cubitt.
Mr. Headlam.	Mr. Masterman.
Sir William Jolliffe.	Sir Benjamin Hall.
Mr. Vernon.	

[Adjourned till Monday, 7th April, at Twelve o'clock.

Jovis, 7° die Aprilis, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Sir James Duke.	Mr. Ewart.
Mr. Cubitt.	Mr. Miles.
Mr. Masterman.	Sir William Jolliffe.
Mr. Ker Seymer.	Sir Henry Meux.

Committee deliberated.

Mr. *Benjamin Scott* examined.

[Adjourned till Thursday, 21st instant, at half-past Twelve.

Jovis, 21° *die Aprilis*, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Mr. Miles.	Sir B. Hall.
Mr. Ewart.	Mr. Vernon.
Sir William Jolliffe.	Mr. K. Seymer.
Mr. Masterman.	Mr. Headlam.
Sir Henry Meux.	Mr. Alderman Cubitt.

Mr. *Edward Tyrrell* and Mr. *B. Scott*, examined.

[Adjourned to Thursday, at One o'clock.

Jovis, 28° *die Aprilis*, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Mr. Masterman.	Mr. Headlam.
Sir Henry Meux.	Mr. Vernon.
Mr. Alderman Cubitt.	Mr. Lowe.
Sir J. Duke.	Sir John Walmsley.
Mr. Miles.	Mr. Ewart.

Mr. *B. Scott*, Mr. *Charles Rogers*, and Mr. *John Dickenson*, examined.

[Adjourned to Thursday, at One o'clock.

Jovis, 5° *die Maii*, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Mr. Miles.	Mr. Masterman.
Mr. Ewart.	Mr. Vernon.
Lord R. Grosvenor.	Mr. Alderman Cubitt.
Sir H. Meux.	

Mr. *John Dickenson*, Mr. *B. Scott*, and Mr. *J. R. Scott*, examined.

Committee deliberated.

[Adjourned to Thursday next, at One o'clock.

Jovis, 12° *die Maii*, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Sir J. Walmsley.	Mr. Masterman.
Mr. Vernon.	Sir J. Duke.
Mr. Ewart.	Mr. Alderman Cubitt.
Mr. Headlam.	Mr. W. Miles.
Sir H. Meux.	

Mr. *John Dickenson* further examined; Mr. *Benjamin Scott*, Mr. *Nicholas Wood*, Mr. *Harry Inskip*, and Mr. *James Scott*, examined.

[Adjourned to Thursday, 26th instant, at One o'clock.

Jovis, 26° *die Maii*, 1853.

MEMBERS PRESENT:

Sir J. V. SHELLEY in the Chair.

Mr. Miles.
Mr. Masterman.
Mr. Alderman Cubitt.
Sir J. Walmsley.
Mr. Ker Seymer.
Mr. Ewart.
Mr. Headlam.
Sir H. Meux.
Mr. Lowe.

Mr. *E. Tyrrell*, Mr. *John Marchant*, Mr. *J. R. Scott*, Mr. *J. J. Gripper*, and Mr. *Henry Welton*, examined.

[Adjourned to Tuesday, 31st, at One o'clock.

Martis, 31° *die Maii*, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Sir Joshua Walmsley.
Mr. Masterman.
Sir James Duke.
Mr. Ewart.
Sir H. Meux.
Mr. Lowe.
Mr. Alderman Cubitt.
Mr. Granville Vernon.
Sir Benjamin Hall.

Resolutions proposed by Sir *J. Walmsley*, read 1°, as follows:

1. That neither the whole nor any part of the tax on inland coals, levied by the Corporation of London, save that which is carried into the water of the Thames, is by law pledged to form a constituent part of the London Bridge Approaches Fund; inasmuch as the 10 Geo. 4, c. 136, and the 11 Geo. 4, c. 76, which specify in detail the various duties on coal comprised in that fund, allude to no coal duties so pledged by the Corporation, but on coals imported or brought into the port of London or water of Thames.

2. That any right claimed by the Corporation of London of 4 *d.* per ton for metage, or an equivalent duty in lieu of metage, is confined to the port of London and water of Thames; for neither by prescription nor charter, nor by any Act of Parliament, have they ever exercised or possessed a right of metage on inland coal not so brought into the port of London.

3. That the duty of 1 *d.* per ton on coals brought into the port of London, granted by the 43 & 44 Geo. 3, for the express and limited purpose of constructing a free market for coals in London, under which Parliamentary grant, since perverted by various subsequent Acts of Parliament obtained by the Corporation, large sums have been levied, and continued to be levied, on inland coals, which ought no longer to be levied beyond the bounds of the metropolis, inasmuch as the proceeds of that duty are expended therein.

4. That it is adverse to the principles of free trade to obstruct the introduction of inland coals as an important necessary of consumption, and by the introduction of which the price of coals in the metropolis has been materially reduced, and the supply equalised.

5. That the complaints brought before this Committee by the inhabitants of Hertfordshire, and surrounding districts, of the injury to their trade by the recent extension of the duty on inland coals not entering the city of London or water of Thames, are well founded, and demand a prompt remedy.

The Committee deliberated, and instructed Chairman to prepare a Report.

[Adjourned.

Veneris, 12° *die Augusti*, 1853.

MEMBERS PRESENT:

Sir JOHN SHELLEY in the Chair.

Mr. Masterman.	Sir Henry Meux.
Sir B. Hall.	Mr. Alderman Cubitt.
Sir W. Jolliffe.	Sir Joshua Walmsley.
Sir James Duke.	Mr. Lowe.
Mr. Vernon.	

Committee deliberated.

Resolved, THAT it is the opinion of this Committee that the inquiry should be proceeded with in the next Session of Parliament.

Ordered, To Report the Resolution, and Minutes of Evidence taken before the Committee, to The House.

Ordered, To Report.

EXPENSES OF WITNESSES.

NAME of WITNESS.	Profession or Condition.	By what Member of Committee Motion made for Attendance of the Witness.	Total Number of Days in London.	Number of Days under Examination by Committee, or acting specially under their Orders.	Expenses of Journey to London and back.	Expenses in London.	TOTAL Expenses allowed to Witness.
					£. s. d.	£. s. d.	£. s. d.
Nicholas Wood -	Engineer -	Chairman -	3	3	5 16 –	9 9 –	15 5 –

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MEMBERS PRESENT.

Sir John Shelley.	Sir James Duke.
Mr. Alderman Cubitt.	Mr. Masterman.
Mr. Ker Seymer.	Sir William Jolliffe.
Mr. Ewart.	Mr. Miles.
Sir Henry Meux.	Sir B. Hall.

SIR JOHN SHELLEY IN THE CHAIR.

Mr. *Benjamin Scott*, called in; and Examined.

Mr. *B. Scott.*

7 April 1853.

1. *Chairman.*] ARE you from the office of the City Chamberlain?—Yes; I am the Chief Clerk to the Chamberlain.

2. Do you produce some accounts that were ordered?—The Chamberlain received an order through the Treasury, and we sent them in yesterday to the Lords of the Treasury. We had a letter from the Lords of the Treasury, requesting us to forward the accounts to them.

Jovis, 21° die Aprilis, 1853.

MEMBERS PRESENT.

Sir John Shelley.	Sir Benjamin Hall.
Sir William Jolliffe.	Mr. Masterman.
Mr. Alderman Cubitt.	Mr. Vernon.
Mr. Ewart.	Mr. W. Miles.
Mr. Headlam.	Mr. Ker Seymer.

SIR JOHN SHELLEY, IN THE CHAIR.

Edward Tyrrell, Esq., called in; and Examined.

E. Tyrrell, Esq.

21 April 1853

3. *Chairman.*] YOU are the City Remembrancer?—Yes.

4. Will you state to the Committee the different Acts of Parliament under which the various funds are raised?—The first is the 5th and 6th of King William and Queen Mary, chapter 10, "An Act for Relief of the Orphans and other Creditors of the City of London."

5. That is called the Orphans' Fund, is it not?—Yes; by that Act a variety of payments, in different ways, including a charge upon coals, formed a fund for the payment of a debt due to the orphans of the city of London.

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6. What is that debt?—The corporation of London, or rather the Lord Mayor and Aldermen, under the custom of London, had charge of the orphans' property of the city of London.

7. Of the citizens of London?—Yes; a large sum in their hands was, in the time of King Charles the Second, in the Royal Exchequer; that sum was seized by the Council at the time, and applied to the private purposes of the King or to other purposes; and the citizens of London from that period to the time of King William and Mary, made several efforts to get the money returned, which they did not succeed in doing until the Act of King William and Mary was passed.

8. What was the effect of that Act at the time?—The effect of that Act was, to make a charge upon all coals brought into the port of London of 4 *d.* per chaldron or ton for ever, and of 6 *d.* for the term of 50 years.

9. What was the debt due by the Crown at that time?—I cannot inform the Committee; the Chamberlain, or Mr. Scott, will be able to inform the Committee upon any question with regard to finance.

10. In point of fact, this charge of 4 *d.*, the coal tax, was to replace the money that had been seized by the Crown?—It was.

11. Are there in fact any orphans supported out of this coal tax?—Not now; the whole of the sum due to them has, by the operation of the fund, been paid off.

12. In point of fact, at this moment the corporation does not in any way relieve the orphans of the city of London?—No.

13. There is no such thing, is there?—No.

14. At what period was that debt paid off?—Mr. Scott will inform the Committee the precise period.

15. Is the tax still levied under the Orphans' Fund?—Yes; since the debt has been paid off it has been applied to public improvements, and is now called the London Bridge Approaches Fund.

16. In point of fact, is the Orphans' Fund now merged into the London Bridge Approaches Fund?—Precisely.

17. Mr. *W. Miles.*] That is by some amendment of the original Act?—Yes; by subsequent Acts.

18. *Chairman.*] No sums are now collected under the Orphans' Fund separately and distinct from the London Bridge Approaches Fund?—I think not; but with regard to questions of finance, they are not in my department; the City Chamberlain, or his chief clerk, Mr. Scott, will be able to answer the Committee as to these points.

19. With regard to the money produced by that tax of 4 *d.*, can you tell the Committee to what purposes it is applied?—It is applied for the purposes of the Improvement Fund; the London Bridge Approaches Fund.

20. Is it applied to nothing else?—To no other purpose.

21. Mr. Alderman *Cubitt.*] That 4 *d.* was to reimburse the city for the moneys seized by the Crown, which happened then to be in the Exchequer?—Or rather, I should say, to reimburse the orphans for the money for which the corporation were trustees.

22. *Chairman.*] What was the orphans' property?—The property of the orphans was property which had been paid in to the Chamberlain, in order that it might be taken care of till they arrived at their proper age.

23. Mr. *Ewart.*] Who paid it?—The corporation of London.

24. Sir *W. Jolliffe.*] Did those orphans stand in the position of wards of the city of London?—Yes; very much in that position.

25. *Chairman.*] At this moment the corporation do not take charge of any funds belonging to orphans?—None.

26. Mr. *W. Miles.*] How did they get rid of that office?—It was abolished by Act of Parliament.

27. *Chairman.*] By what Act was it abolished?—The Act of 5 & 6 of William and Mary. Probably under that Act the Committee would like to have the various other charges besides the charges upon coals.

28. In page 91 it is said that the public works and the improvements you have mentioned were effected out of the Orphans' Fund and the London Bridge Improvement Fund, thereby marking them as two distinct things. I understood you to say that the Orphans' Fund is practically merged in the London Bridge Approaches

Approaches Fund?—Yes; some improvements were executed before the name of the fund was changed.

29. It is still necessary, for convenience, to keep up the two names?—Yes. If the Committee desire to have an account of the charges upon coals as they now exist, I apprehend there is no other mode of doing it, but by stating how they commenced.

30. Sir *W. Jolliffe.*] The London Bridge Approaches Fund is not wholly composed of the Orphans' Fund, is it?—There are various other charges, besides the coal duties, which always formed part of the Orphans' Fund.

31. *Chairman.*] Independently of those items, what others formed the London Bridge Approaches Fund?—The first was a sum of 8,000 *l.* per annum charged upon the city property; a certain sum charged upon the city aqueducts; 2,000 *l.* per annum upon the personal estates of the inhabitants of the city; 600 *l.* for 21 years upon the public lights; 2 *s.* 6 *d.* upon the binding of apprentices; 5 *s.* upon the admission of freemen; and 4 *s.* a tun upon wines.

32. Those last three items are exactly the same as are found in that which forms the London Bridge Approaches Fund, are they not?—Yes, they are. Those several sums which I have named formed, with the coal duties, in the first instance, the amount of the Orphans' Fund.

33. Do any revenues from Fleet Market come in there?—No, they came in by an Act long afterwards.

34. Was that the 10th and 11th of George the Fourth?—Yes, the 11 Geo. 4.

35. That applies to the London Bridge Approaches Fund alone, does it not?—Yes.

36. Are there any means of showing that there was, in point of fact, any repayment made to any orphan after those charges were granted to the corporation?—I believe it might be satisfactorily shown that every charge was paid off. The next Act is the 21st of George the Second, chapter 29, "An Act for the further Relief of the Orphans and others, Creditors of the city of London, and for other purposes therein mentioned." The object of that Act was to continue the duty of 6 *d.* per chaldron, or ton, upon coals, for 35 years longer, and also to charge the revenues of the city of London with the further sum of 2,000 *l.* per annum towards the fund. The next Act is the 7th of King George the Third, chapter 37, "An Act for completing the Bridge across the River Thames, from Blackfriars, in the city of London, to the opposite side, in the county of Surrey, and the avenues thereto on the London side; for redeeming the Tolls on the said Bridge and on London Bridge; for rebuilding the Gaol of Newgate in the said City; for repairing the Royal Exchange within the same; for embanking part of the North Side of the said River within certain limits; and for further continuing towards those purposes the imposition of 6 *d.* per chaldron or ton of Coals and Culm imported into the port of the said City, established by an Act of the 5th and 6th years of the reign of King William and Queen Mary; and also for carrying on the New Pavements in the City and Liberties of Westminster and parishes adjacent, and in the Town and Borough of Southwark, and for other purposes therein mentioned." By the 38th section of that Act, the duty of 6 *d.* per chaldron or ton was continued for 46 years; and also, by the 39th section, the city revenues were charged with 1,500 *l.* per annum to the Orphans' Fund for 46 years. The next Act is the 44th of King George the Third, chapter 27, "An Act for raising an additional sum of Money for carrying into execution several Acts for widening the Entrance into the City of London, near Temple Bar; for making a more commodious Street at Snow-hill; and for raising, on the credit of the Orphans' Fund, certain sums of Money for those purposes; and also for enlarging the powers of the said Acts." By section 11 of that Act, the duty of 6 *d.* per chaldron or ton upon coals was continued for five years and three quarters; and also, by the 12th section, the yearly sum of 1,500 *l.* on the city revenues was continued for the same period. The next Act is the 47th of King George the Third, session 2, chapter 68, "An Act for repealing the several Acts for regulating the vend and delivery of Coals within the Cities of London and Westminster, and Liberties thereof, and in certain parts of the Counties of Middlesex, Surrey, Kent, and Essex, and for making better provision for the same." By section 20 of that Act, a coal duty of 1 *d.* per chaldron or ton was imposed, for the purpose of purchasing lands for building a Coal Market.

37. Was it "chaldron or ton"?—Yes; in all the old Acts the words are

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"chaldron or ton." The next Act is the 10th of George the Fourth, chapter 136, intituled, "An Act for improving the Approaches to London Bridge." Under that Act the name of the fund was changed; it it called there the "Fund," in lieu of the old name of the "Orphans' Fund." By that Act, section 72, the duty of 6 *d.* per chaldron or ton on coals was continued for 21 years; and by section 74, the duty of 4 *d.* was also to form part of the fund. By the 11th of King George the Fourth, chapter 64, an Act intituled, "An Act to make further provisions for defraying the Expenses of making the Approaches to London Bridge and the removal of Fleet Market;" a duty on wines; on apprentices, freedoms, and agreements; and the several sums of 8,000*l.*, 2,000 *l.*, and 1,500 *l.* per annum; and half of the profits of Fleet Market, were applied to and formed part of the Improvement Fund.

38. That was in 1829, was it not?—In 1830.

39. Sir *W. Jolliffe.*] Was that the first time the wine duties were applied to this purpose?—No; they had always been applied. Indeed, the whole fund, from the time it ceased to be chargeable to the orphans, was applied to improvements.

40. Mr. *Ewart.*] All those that you have last recited, or a proportion of them, were applied to the London Bridge Approaches Fund?—Yes, by the 11th of George the Fourth.

41. Mr. *Vernon.*] Thereby embracing, in the London Bridge Approaches Fund, all those sources of revenue which formerly had been applied to the Orphans' Fund?—Precisely so.

42. Mr. *Ewart.*] Then there was an end of the Orphans' Fund?—The Orphans' Fund merged in the Improvement Fund.

43. *Chairman.*] There is no separate account, is there?—I believe there is a distinct account; a winding-up of the one account, and the commencement of the other account at that time. The next Act is the 1st and 2d of King William the Fourth, chapter 76, "An Act for regulating the vend and delivery of Coals in the Cities of London and Westminster, and in certain parts of the Counties of Middlesex, Surrey, Kent, Essex, Hertfordshire, Buckinghamshire, and Berkshire." By that Act, a duty of 1 *d.* per ton is continued for the purpose of the Coal Market; the duty payable under the charter to the corporation of London of 4 *d.*, is continued at 4 *d.*; and the two sums of 6 *d.* and 4 *d.* are continued at 8 *d.*

44. This is upon a ton, and not upon a chaldron?—By that Act, a complete change in the system was made; in the system of selling coals. Instead of being sold by measure, they were from thenceforth to be sold by weight.

45. What difference of charge was made in consequence of the difference between the quantity per chaldron and the quantity in the weight per ton; it did not continue, I presume, 4 *d.* per ton, as it had been 4 *d.* per chaldron?—In the one case, so far as the corporation of London were concerned, it continued the same; but so far as the two Improvement Funds were concerned they were varied from 10 *d.* to 8 *d.*

46. Can you give any reason why, if it was right that it should be varied between 10 *d.* and 8 *d.*, as regards the Improvement Fund, the corporation should continue to receive the sum of 4 *d.*?—It was for a good legal reason, independently of a variety of others, which I cannot give the Committee. Under their charter the Corporation were entitled to the sum of 8 *d.* for weighing coals, and in lieu of the 8 *d.* they consented to take 4 *d.*

47. For meterage?—Yes. The next Act is the 1st and 2d Victoria, chapter 101, "An Act to continue for seven years an Act for regulating the vend and delivery of Coals in London and Westminster, and in certain parts of the adjacent Counties." The next Act is the 3d and 4th of Queen Victoria, chapter 131, "An Act to continue for four years, from the 5th day of July 1858, the duties now levied on Coal and Wines imported into the port of London." By that Act the duty of 6 *d.* per chaldron or ton was continued for four years, and the duty on wine was continued for four years.

48. The apprentice fee and the freeman's fee continuing the same?—Yes, that was done under one of the subsequent Acts, to which I will allude. The next is the 8th and 9th of Queen Victoria, chapter 101, "An Act to continue, until the 5th day of July 1862, the Acts for regulating the vend and delivery of Coals in London and Westminster, and in certain parts of the adjacent counties, and to alter and amend the said Act." By that Act the two former Acts,

Acts were continued till the year 1862, and by section 2 of that Act the coal duties were extended to coals brought within 20 miles of the General Post Office; also, by the third section of that Act, the duty of 1 *d.* per ton formerly payable to the Coal Market was applied to public improvements in the metropolis.

49. There is nothing else, such as pensions to coal meters?—No; they were under the former Act. The next Act is the 13th and 14th of Queen Victoria, chapter 102, "An Act to authorise further charges upon the London Bridge Approaches Fund for the completion of certain Improvements in the Metropolis." By section 12 of that Act, the parts of the fund which were not permanent were continued until the sums charged on the funds were paid. That applied to the charges I have named to the Committee.

50. Mr. *Vernon.*] Is it not chapter 103?—Yes.

51. Which is the Direct Line Act, as it is called?—That is the one passed in the year 1851. There was no new sum charged under that Act. The object of that Act was to grant a drawback upon coals, and to regulate the mode in which the duties were to be collected.

52. In that Act were inserted the words, "in a direct line"?—Yes, the object of the insertion of those words was to make that clear which was the law before, in order that there might be no dispute upon that point.

53. Can you describe to the Committee the effect of those words; did they not cause parts of the country to pay that did not pay previously?—No, they carried out precisely the legal effect of the Act of the 8th and 9th of Queen Victoria.

54. But as to the practical result; are you aware that any part of the county was in consequence included that was not included before, that was beyond what was called the City Stone?—Under the various Acts passed for the different railways, there were certain bounds at which the duty was to be collected, to be marked by stones, Grove Park and others; but the operation of those Acts was superseded by the Act of the 8th and 9th of Queen Victoria, which enacts that all coals brought within 20 miles of the General Post-office shall pay coal duties.

55. Sir *W. Jolliffe.*] Do you know that some of these stones have been removed to a greater distance from London than that at which they formerly stood?—I believe they have. I do not know that of my own knowledge.

56. *Chairman.*] Supposing that to be proved, is it not clear that a portion of the country will be brought in that did not previously pay?—No; because if it is shown, as is actually the case, that after the passing of the 8th and 9th of Victoria, the coal duties were payable if brought within 20 miles of the General Post Office, the moving of the stones would not occasion any variance.

57. Mr. *Vernon.*] The last Act to which you referred was only in fact solving all doubts as to the application of the Act of the 8th and 9th of Victoria?—That was the object, and the legal effect of it.

58. Supposing any districts were brought in under the operation of the Act, in consequence of that solution, there would be no reason for complaint if they were 20 miles from the Post Office; there were no boundaries before fixed, I presume, of any sort?—The object was to carry out the legal boundary as defined by the 8th and 9th of Victoria.

59. Sir *W. Jolliffe.*] Do you know whether the Orphans' Fund account was finally closed before 1754, when Blackfriars Bridge was built?—I do not know. On questions of finance I shall not be able to give the Committee any information.

60. That Act redeemed the tolls upon Blackfriars Bridge, and on London Bridge, did it not?—Yes.

61. Do you not know whether tolls were received upon London Bridge up to that period?—I believe they were.

62. Mr. Alderman *Cubitt.*] Until the canal brought coals near London, all the coals that were used in any of those districts must necessarily have come up the Thames?—But there were, in fact, no coals brought by canals within a certain distance of London without paying the duties indeed, there were clauses in the early Canal Bills preventing coals being brought up at all.

63. *Chairman.*] That is within the area?—Yes, within a certain limit.

64. Mr. *Ewart.*] What distance was prescribed for the canals, with regard to paying toll; within what radius?—It varied; by the Act of 1793 no coal was to be conveyed by the Grand Junction Canal towards London nearer than the

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mouth of the tunnel at Langley Ferry, Herts; and there were other Canal Acts which prohibited coal being brought within a certain line.

65. Mr. *W. Miles.*] The distance to which they were restricted depended entirely, did it not, upon the corporation and committees of the House of Commons?—It entirely depended upon the clauses inserted in the Bills.

66. Mr. Alderman *Cubitt.*] If there were any districts which did enjoy an exemption from the tolls which are now made chargeable, they must have been districts served by some of the railways for a short time?—Yes, if there were any, which I doubt very much.

67. *Chairman.*] In one of the returns I perceive that the words "extended area" are rather objected to; do you object to those words?—Yes, precisely because the area was not extended.

68. Were there persons at the time of the passing of this Act appointed by the corporation to go and fix the stones?—Yes.

69. You do not know it yourself?—Yes; I believe there were.

70. Can you tell the Committee how many persons were appointed who fixed those stones at the time of the passing of that Act?—I have no doubt that it was referred to a committee called the coal and corn committee, and that under their directions those stones were so affixed.

71. Then supposing they had placed them beyond the limits, what means of testing the accuracy of their measurement was there at the time?—I apprehend that those stones were all placed at precise points fixed in the respective Acts of Parliament for the railroads.

72. And as regards the turnpike roads?—I do not think that there were any stones placed on the turnpike roads.

73. Mr. *Vernon.*] Would they not be fixed by surveyors?—Probably by agreement between the corporation of London and the railway company.

74. *Chairman.*] Then the corporation left entirely to the coal and corn committee the responsibility of placing those stones?—I apprehend that was the case.

75. Mr. *Ewart.*] Were they so placed on canals?—They were placed, I should imagine, in the same way; I only state to the Committee what I have heard.

Mr. *Benjamin Scott*, called in; and further Examined.

Mr. *B. Scott.*

76. *Chairman.*] ARE you the Chief Clerk to the Chamberlain of the City of London?—Yes; I am.

77. Is your appointment independent of the Chamberlain?—I am appointed by the Chamberlain.

78. What are the duties of the Chamberlain?—His duty is to receive monies from the collectors; and he acts as Treasurer under these Acts, and keeps the accounts.

79. Is he paid by a per centage, or in what way is he remunerated?—He is paid under different accounts in various ways; there are very many trust accounts that have been called for, and very many others which are kept in his office, and he is paid in various ways. The whole of the monies received in his office are by an arrangement with the corporation carried to one fund, which is called the Chamberlain's Emolument Account; and out of that, fixed salaries are paid to him and to his clerks. The corporation oversee the office; and all the profits, like a banker's account, are carried into one fund, and the surplus is disposed of by the corporation for the benefit of the trust funds.

80. Can you give the Committee any information as to what proportion of his salary is paid out of the coal tax, and what out of other funds?—We could inform the Committee of the several sums which are paid from different accounts kept in his office towards that Emolument Account.

81. Mr. *Masterman.*] Each account speaks for itself, does it not?—Yes; but the Chamberlain, like other treasurers and bankers, has the right, and has always exercised it, of making profits of the monies in his hands; those profits also go to this account, and they would be very large sometimes. They were felt to be too large, and the corporation some eight or ten years back, made a regulation by which he should never have more than 2,500*l.* a year for his emolument.

82. What amount of funds may he hold in his hands?—Any amount that may properly rest in his hands for the time being; any amount that the collectors

collectors may pay in, and which the committees have no occasion to disburse at the moment.

83. Sir *W. Jolliffe.*] You state that his salary is limited by a regulation of the city to 2,500*l.* a year?—The words of the deed between himself and the corporation are, that he shall take 2,500*l.* a year *if* the profits of the office shall be so much; but more than that he cannot receive.

84. Is the interest of the money in his hands calculated as part of the proceeds of the office?—Everything is carried to a separate account, and audited and checked by the Committee; and if there is 2,500*l.* after he has paid all his clerks and the stationery, which is limited, and other expenses of his office, he takes it; and if there is not, he suffers loss of income in consequence.

85. *Chairman.*] Are the Committee to understand that he can have no more?—Yes.

86. Does the audit committee look carefully into these matters?—Yes; a committee is specially appointed for that purpose to check the Chamberlain's accounts.

87. That committee, or some one on behalf of it, will probably be able to give evidence as to the proportion of the payment towards that salary which comes out of the coal tax?—Yes; we can furnish the Committee with the amounts carried to that fund, but I cannot tell the Committee how much the Chamberlain receives out of coal duties; because there is a large surplus upon that fund, of which some goes to the Chamberlain, some to his clerks, and some goes back again to the trust funds, or is invested to guarantee against any increased charge upon those funds.

88. Does not the audit committee, in auditing these accounts, still keep an account as between the audit committee and the Chamberlain?—Yes, and it is every year passed by them.

89. In that way could you not ascertain the amount of per-centage forming the proportion of that 2,500*l.* which comes out of the coal duties irrespectively of other duties?—I think it may be found, excepting that there is no coal fund kept by itself, but it is kept with the wine dues, apprentices' bindings, and other things; therefore I can tell the Committee how much comes out of the London Bridge Approaches Fund, and how much out of the Coal Market Fund, but not how much comes out of the coal duties.

90. As the Orphans' Fund and the London Bridge Approaches Fund were at one time not exactly identical, must not there be a different mode of payment and a different per-centage?—I can tell the Committee how much the Chamberlain receives on the London Bridge Approaches Fund, and how much is carried to that account, and what per-centage would be his profit, but there is not a separate coal fund; it is partly coal fund, partly wine duty, and partly other matters for which he is paid. A very considerable proportion of his emoluments would be for keeping accounts, and paying interests upon loans; he is not paid any way separately for receiving the coal duties.

91. What security does he give?—£. 30,000; he and seven sureties give bonds in 30,000*l.*, and he is answerable in case of misapplication.

92. What is the amount in his hands at this moment?—From all the funds in the office probably from 130,000*l.* to 150,000*l.* is the full amount in his hands.

93. Mr. *Vernon.*] Is 2,500*l.* his net salary?—Yes. The Chamberlain has no wish to hide anything; he has nothing whatever from any fund as connected with any coal duties: he keeps the public accounts, and there is nothing paid to him for keeping the proceeds of the coal duties; it is for keeping accounts, managing loans, raising moneys and paying them off, and paying interest; it is for managing the funds that he is paid, himself and his clerks, that fund receiving a proportion of the coal duties. but not for receiving or collecting it; the collectors, as it is paid, hand it over to him every day. I do not think that any gentleman would charge money for holding money, particularly if he made use of it; it is for keeping the accounts, which are very voluminous, that he receives this salary, and he has an establishment of seven clerks constantly employed in keeping and managing these accounts. There is no sum charged specifically upon any coal duty; he is treasurer, by the custom and law of London, of all the city funds and trust funds, unless it is specifically provided otherwise in Acts of Parliament.

94. *Chairman.*] He performs his duty in person, does he not?—Yes, when he

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he is in health, as he has been for years; his health has only failed within the last month, and he is very unwell now.

95. Sir *B. Hall.*] This duty of 4 *d.* forms a part of the city cash account, and whatever may be the expenditure of the city, is not the amount collected by the coal duty under this 4 *d.* duty applicable towards the general expenditure of the city?—It is the city property, and they can apply it in any way they think fit.

96. Mr. *W. Miles.*] By reference to your accounts can you ascertain the receipts under each head of coal duties, wine duties, and so on?—Yes.

97. Is the Committee to understand that a certain per centage is charged from all those respective duties, and put to the Chamberlain's account for the time being?—Yes, there is a per centage charged upon some. In other cases the corporation have determined that it shall be a fixed sum, for instance, 60 *l.* or 80 *l.*, for paying clerks; and all those sums are carried into one account called the Chamberlain's Emolument Account; and out of that he pays himself, if there is 2,500 *l.* after paying his clerks and the ordinary office expenses.

98. By referring to those different annual accounts, you will see under what head a certain sum is charged to the Chamberlain, will you not?—Yes.

99. Will you refer to your coal accounts of last year; the whole of them?—With respect to the city's 4 *d.*, there is no payment with regard to the coal duties at all that I can point out. The Chamberlain is paid without reference to the coal duties; and if they were not collected to-morrow it would make a very trifling difference in his office. He manages the whole of the corporate accounts.

100. Is there any item under the coal duties showing what is deducted to the Chamberlain's account from that item?—I can give the Committee what is paid out of the Coal Market Fund that was created out of the coal duties. There is nothing paid out of the wine duty to the Chamberlain at all, which is payable to the Government; and there is nothing paid out of the 4 *d.* duty that I can connect with coals in any way whatever. He has a payment for managing the corporation accounts out of the London Bridge Approaches Fund; and there are payments made to him for managing the accounts generally, which, if the Committee desire, they can have supplied to them. I have not the details here, but they are included in the account which is numbered 7.

101. Mr. *W. Miles.*] On the average of years, what has been the amount paid?—It has latterly been about 2,000 *l.* a year; since the year 1847, 2,100 *l.* a year on the average. In the last year it was 2,080 *l.* The increase from 1,500 *l.* to 2,000 *l.* was created by an alteration made in the collection of the wine dues. These are the whole sums paid for collections in this account. There was a suspicion that there was some defalcation on the wine dues, and instead of paying the party a per centage, which he took out of the accounts, a new collector was appointed, and placed on a salary, and a comptroller was appointed at 100 *l.* a year to check the wine dues, and there was an increase of 500 *l.* or 600 *l.* a year; and, on the other hand, there was an increase of more than 1,000 *l.* a year, upon that new arrangement, in the produce of the wine dues.

102. With regard to the London Bridge Approaches Account, can you separate the amount which is received from the coal duties from the other duties?—Yes, we can give the Committee the amounts; they are so separated in these accounts.

103. By reference to these accounts, can you find out how much of the same which you have stated has gone to the Chamberlain came from the coal duties, irrespectively of the other duties?—No, it has no reference to the coal duties at all; it is for managing the accounts of the London Bridge Approaches Fund; paying first the bondholders, and managing all those accounts which require a great deal of checking. We have to examine the accounts of the coal collectors, and the register of the coal duty; check the wine collectors, and the comptroller of the wine duties accounts. Several clerks are employed daily; in fact, for that duty the Chamberlain is allowed a sum which, I think, is 12 *s.* 6 *d.* per cent. upon the amount paid in upon this fund, not for holding the money, but for checking and keeping the accounts, and having them audited by the committee.

104. If the Chamberlain is allowed 12 *s.* 6 *d.* per cent. upon that amount, and

and you know the amount that is received from the coal duties, and the amount received from the wine duties, and the gross amount received by the Chamberlain, you will be able to state exactly what is the proportion that comes from the coal duties?—Yes, it could be ascertained in that way; but about one-half only, I think, goes to the Chamberlain, the remainder remains a surplus on the account.

105. *Chairman.*] Having gone into the city's funds, will you state in what way it is expended?—It does not go into the city funds at all; the deed provides that the city should not take it. It is applied by the committee in one of two ways, but it is distinctly provided in the deed that it shall be applied for the benefit, directly or indirectly, of the trust funds, in the aggregate a surplus is created, and that surplus is either invested in the Bank of England to provide against any future deficiency, which is very possible (particularly since those funds have gone to the Woods and Forests, and they will not be so productive as they have been), and thus to prevent any future charges in addition upon them. There is what is called by bankers "a guarantee fund," so that if the emolument fails, and should have to be made up, it should not be out of the trust funds, but out of this guarantee fund. The committee have the power, and they have exercised it on one occasion, of reimbursing several hundred pounds to the London Bridge Approaches and other Funds; and if they think that any fund has been overcharged, they have the power at all times to reimburse anything to those funds. The committee can reimburse the amount of any of those funds at any time they think fit; it is in their hands as trustees, and they relieve these funds as much as possible from charges.

106. Have they, in point of fact, spent any of the money in relieving any of those funds?—Yes.

107. Is there any return to show that?—We can give the Committee a return.

108. Sir *W. Jolliffe.*] Is the Committee to understand that the management of this sum, which amounted in the last year to 104,602 *l.* 11 *s.* 4 *d.*, becomes a part of the management which is undertaken by the City Chamberlain; that for the management of the whole of his business he receives a salary, 2,500 *l.*, and that a proportion of that is charged upon the management of this particular trust, which is created by various Acts of Parliament?—Yes, it is so.

109. *Chairman.*] Can you state to the Committee what is the expense altogether of the office of the City Chamberlain?—I can only speak from memory: the Chamberlain has 2,500 *l.*, the expenses of stationery and other incidental expenses are limited to 270 *l.*, and the clerks have 2,102 *l.* 10 *s.*; seven clerks, including myself, have between them that amount, and there has been a surplus of 2,000 *l.* or 3,000 *l.* a year for the last few years, which has been invested in the Bank, and is applicable under the deed referred to for such purposes only as relieve the trust funds from any further charge at any future period.

110. Do you refer to the London Bridge Approaches Fund?—There are upwards of 70 trust funds managed by the Chamberlain; it is a guarantee fund to relieve them from any further charge. I may state that, about seven or eight years ago, I had a good deal to do with it, and it was a scheme recommended by the City Solicitor and myself. The Chamberlain had a very fluctuating income, and in some years a very large one; and it was found upon the death of Sir James Shaw, who was in office 12 years, that he had an average income of 3,600 *l.*; upon which the corporation said, "That is more, we think, than he should receive," and they determined from that time that the security given should be 30,000 *l.*; that there should be a staff of clerks equal to this sum of 2,102 *l.* a year; and that the Chamberlain should never receive more under any circumstances than 2,500 *l.* for his labour and responsibility. In order to carry out that difficult question, for all the trust funds were under different Acts and deeds, and he was by law trustee for the whole of them, the corporation could only deal with the matter by entering into a deed with the Chamberlain that he should not handle the proceeds beyond 2,500 *l.*; and whatever was thought by the corporation then to be a fit remuneration for keeping all those accounts was ordered to be carried to account. Reductions were made to the extent of about 1,100 *l.* a year, and further reductions are to be made as this guarantee fund increases, as this committee think fit, out of the guarantee fund. If the management of the fund is as successful as it has been hitherto, for I may say that though I have the management of the banking transactions,

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we have made out of 140,000 *l.* floating balance about 5,000 *l.* profit in banking, eventually all those funds will be almost entirely relieved from charges of this kind.

111. So that coals might be relieved from any duty before the year 1862?—No; the amount paid for the coal duties is so small, that it could not relieve from duty for a single day; we constantly receive 2,000 *l.* or 3,000 *l.* a day duty, and the whole sum is not 1,000 *l.*; therefore, it could not affect the continuance of the duties for a single day; certainly not for a week.

112. Practically, has the Chamberlain ever received, or more than once received, less than 2,500 *l.* a year?—He has never received less since the arrangement in 1843; the calculation was, that there would be always a surplus; there always has been a large or small surplus ever since that time, which has been accumulated or applied as I have mentioned.

113. Mr. *W. Miles.*] After having been connected so long as you have been with the office, do you give it as your opinion that, out of the coal duties, the Chamberlain's office does not receive 1,000 *l.* in a year?—I do not think he does in any way.

114. Sir *B. Hall.*] How is the Chamberlain appointed?—He is elected by the livery.

115. Is there any general routine of appointment?—It has been the practice to elect some one of the senior aldermen, but there is no routine.

116. Is it not generally the senior alderman?—Yes; it has been so for many years past, but the election is open to every one; there were others who were candidates at the last election; it is not necessarily an alderman, or the senior alderman.

117. Usually one of the senior aldermen is appointed, is he not?—That has been for many years past the case.

118. Mr. Brown was senior alderman, was he not?—I think not.

119. Was he the senior alderman?—I do not think he was; I think Sir Claudius Hunter was the senior.

120. Was Sir James Shaw the senior alderman?—I cannot tell without looking to the dates.

121. *Chairman.*] How many years has Mr. Brown been the City Chamberlain?—He was elected in 1844.

122. Was he an old man at the time?—He was 63.

123. Sir *B. Hall.*] Is it not generally the case that one of the aldermen who desires to go off the bench is appointed Chamberlain of the City of London?—All I can say is, that the livery of London, in open hall, have elected one of the senior aldermen, and it has been their pleasure to do so for many years past.

124. *Chairman.*] Mr. Brown was 74 when he was elected, was he not?—He was 63.

125. Sir *B. Hall.*] Was he alderman of Bridge Without?—No, he was alderman of Billingsgate. He could not have been the senior alderman, I think; Alderman Anslie was living, who was his senior, I think.

126. *Chairman.*] What is his age now?—He must be, I think, 72; he has been almost daily at his duties, up to a month of this time.

127. Sir *W. Jolliffe.*] You stated, did you not, in answer to a question that was put to you just now, that since this fund would be now transferred, or has been transferred to the Office of Works, the receipt of coal duties would not be so large?—The receipts will be as large, but the Chamberlain has not the same opportunity of making use of them as he had formerly; and the profits will be nothing like the same, because the monies are handed over to the Commissioners of Works. We had to deal with them before that time, when we were raising loans upon them in our own department; and there were large balances lying in the office, and we had the opportunity of making larger profits.

128. The receipt will be the same, but the profits will be very much reduced?—Yes.

129. In consequence of the balances not remaining in hand the same time?—Yes.

130. *Chairman.*] Have the audit committee an account of the profits of the office which they can lay before this Committee?—Yes.

131. Mr. *Vernon.*] Does the Chamberlain of the City keep his account with the Bank of England?—No, he does not. The corporation could not dictate

to

to him where he should keep his account; they would be themselves liable if they did so. They left him at liberty, taking security from him for the money in his hands.

132. Mr. *Ewart.*] Where does he keep his account?—He keeps his account at present with the Union Bank of London. I have known the balances down to 60,000 *l.* or 70,000 *l.*

133. Will you tell the Committee what was the amount of the balance in hand to the credit of the Orphans' Fund when it merged into the London Bridge Approaches Fund?—The balance upon the Orphans' Fund which was carried in the year 1834 to the credit of the London Bridge Approaches Fund in the third column of Account No. 7, was 2,420 *l.* 10 *s.* 6 ¼ *d.*

134. *Chairman.*] What was the amount that the corporation of the city of London was, in fact, deprived of by the Sovereign at the time of the seizure of the moneys in the Exchequer?—I would refer the Committee to the Report of the Select Committee which sat upon this subject in 1812. The whole history of that fund is there. In the reign of Charles the Second, I believe, the sum of 747,472 *l.* 18 *s.* 4 ½ *d.* was due by the Government to the orphans and other creditors by the City; the money was paid into the Exchequer, or invested.

135. That was the sum paid by orphans to be taken care of by the City?—Yes; by the custom of London, upon any freeman of London dying intestate, the amount of the property was paid to the corporation of London, to hold upon trust for the orphans and other creditors. They were bound to pay 4 *l.* per cent. for the money so deposited, and to carry it to their accounts; and when the wards married or became of age, the money was paid over to them. This custom then existed to invest the money to make 4 *l.* per cent., which they had to pay to those parties; and in Charles the Second's time they invested in Exchequer tallies; there were no funds in that day; the whole of the amount in the hands of the corporation being so invested, and receiving the Government rate of interest, and paying to the orphans their 4 *l.* per cent.; but by a financial expedient of that day, which they called closing the Exchequer, the tallies became of no use, and the fires at Guildhall have been lighted with them since. The money was of course lost, and the Act of William and Mary was passed to reimburse those parties (although many years had passed over) for the money that they had lost, the Act reciting that it arose from public calamities; those are the words of the Act. The 5th and 6th of William and Mary states, "Whereas the Mayor, Commonalty, and Citizens of the city of London have been and are answerable for and chargeable with all monies of the Orphans of the said City from time to time paid into the Chamber of the said City, but by reason of sundry accidents and public calamities are now become indebted to the said Orphans and other Creditors for principal, money, and interest thereof, in a much greater sum of money than they are able to satisfy and pay." That is the mode in which the circumstances were stated by the historians of that day, and in Macaulay's History there will be found the same thing stated; that not only the creditors of the city of London, but almost all the bankers and goldsmiths of London, were deprived of their money by the same expedient of borrowing it for the use of the King; illegally borrowing it, without the authority of Parliament; and then the Exchequer was closed; and they said, "We are bankrupts, we cannot restore the money." The whole of those circumstances are stated in this Report of 1812 very concisely, which I have no doubt is in the Library of The House.

136. When was that Orphans' Fund resuscitated?—The loss occurred either in the reign of Charles the First or Charles the Second, and the Orphan Fund was created in the 5th and 6th of William and Mary. The refusal to pay this debt to the orphans and other capitalists in the city, was one of the reasons stated which drove James the Second from the throne; and immediately upon the accession of William and Mary, there was an arrangement made by which Parliamentary support should be given to those parties.

137. Since that Act, or afterwards, was any money paid to the orphans?—The Orphan Fund was created expressly for that purpose, to pay the principal and interest with accumulations, and all that they had paid to the City: and the whole of them have been repaid. The last Orphan stock was paid off in 1834.

138. Sir *W. Jolliffe.*] That finally closed the account?—Yes.

139. *Chairman.*] When did the corporation get rid of the liability of being

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guardians of orphans?—It is by the same Act. It contains a clause that no person is compellable to pay orphan money into the Chamber; it is permissible still, but not compellable; they having lost their money were relieved. It was the law of London before that they should pay their money; but under that Act, a clause was inserted by which they were relieved from that, but allowed to do so if they chose.

140. Do they do it now?—No, I believe there has been no recent instance of any orphan being paid money.

141. Mr. *Ewart.*] But there was a debt owing by the corporation of London to the orphans?—Yes, 750,000 *l.* and odd, all of which has been paid out of this Orphan Fund.

142. When was it finally liquidated?—I think the last was paid about 1834; Orphan Stock was created, which was transferable, and is now all paid off.

143. Is that the sum mentioned in the return?—That was the surplus then. We came before Parliament, and showed that the fund had answered all the claims upon it, and paid for all the improvements long before the orphan money was paid off; they had been satisfied by having stock given to them, transferable like Government stock. But long before that period, about the year 1767, Parliament, finding the fund more than adequate to pay the stock, and the parties not being willing to be paid off immediately, Parliament commenced charging public improvements upon it; and since that period we have given returns of the whole of the accounts for improvements made out of those funds. It was at first the Orphans' Fund exclusively; then it became Orphan Fund and Improvement Fund. Since the 10th of George the Fourth, its name has been changed into the London Bridge Approaches Fund, and that Act directs that the Orphan Fund should cease.

144. *Chairman.*] In these returns you have kept in the name of the Orphan Fund?—Yes, because the period for which the Committee asked for the account extended into that period; there were balances in hand applicable to parties, if they put in their claims; there were unclaimed dividends then due, but having cancelled the rights of those unknown claimants, Parliament directed that the balance should go to the London improvements.

145. Mr. *W. Miles.*] You have mentioned the year 1766 as the period at which a part of this fund was applied first to local improvements?—Yes.

146. Was that done by Act of Parliament?—Yes; nothing has been done with the fund, except under the authority of the Act of Parliament; I have all the Acts here.

147. For what description of improvement was the first charge upon this fund?—It was for building Blackfriars Bridge; in the 29th of George the Second, in the year 1756, an Act was passed to raise 144,000 *l.* upon the tolls of the bridge; in the 7th of George the Third, in the year 1766, Parliament thought it desirable to make it a free bridge; and they directed that 156,000 *l.* should be taken out of the Orphan Fund for the purpose, with the consent of all parties of making it a free bridge, and they built it without a toll upon it. That was the first dealing with this Orphan Fund (the 10 *d.* a chaldron) for public improvements, and that precedent has been followed to the present day; an Act of Parliament charged the "Orphan Fund," and that fund was always made up of those duties, including the coal duties of 10 *d.* a chaldron.

148. Sir *W. Jolliffe.*] The first application to the public improvements which was made from this fund was, for freeing Blackfriars Bridge of toll?—Yes, and it had that effect.

149. It was a large sum, over 100,000 *l.*, was it not?—Yes, 144,000 *l.*

150. That Act also specified, did it not, that it was desirable to redeem the tolls upon London Bridge?—Yes, and 30,000 *l.* were taken out of the same fund for that purpose.

151. Had toll been received on London Bridge up to that time?—Yes.

152. Mr. *Ewart.*] Was it not also for building Newgate and the Royal Exchange?—For forming an embankment at the foot of Blackfriars Bridge, 7,500 *l.*; tolls of London Bridge, 30,000 *l.*; to Newgate Prison, 50,000 *l.*, and for repairing the Royal Exchange, 10,000 *l.*

153. There was an antecedent Act, was there not, in the reign of George the Second, which was the first Act that appropriated this fund for the purposes of improvements in the City?—It did not point out the Orphan Fund; it pointed to the tolls of the bridge; I rather think that there was some difficulty

culty in raising money upon the tolls, but a subsequent Act was passed, the seventh of George the Third, which placed all those matters upon the Orphan Fund.

154. *Chairman.*] With regard to this return, which was called for and presented to Parliament on the 16th of March, it is not a large amount, but there is a discrepancy in the account apparently. It states "From the 5th of January to the 1st July, 1832, gross duty at 8 *d.* a ton, 33,620 *l.* 4 *s.* 3 *d.*"; and below, "For the year ending the 31st December 1832, gross duty of 4 *d.* per ton, 35,722 *l.* 9 *s.* 11 ¼ *d.*"?—The first sum is for six months, from the 5th of January to the 1st of July 1832; within four days of half a year it is 33,620 *l.* 4 *s.* 3 *d.* There may be some misprint about it; doubling the one, however, cannot produce the other, because they are different periods; the accounts are always made up to the 31st of December in one; the other is made up to the 1st of July; and it is returned thus, because at that time the Orphan Fund ceased; I have not the account to refer to, but I think it is likely that from the 5th of January to the 1st of July, the period in question, that amount was received.

155. Under the head of "The sums annually paid as duty on coals brought into the city or port of London since the 31st day of December 1831, with the application thereof so far as concerns the duty of 4 *d.* per ton," you state that "The duty of 4 *d.* per ton, being the property of the corporation of London, is carried to the credit of the City's cash, subject to such application as they from time to time may direct." What is meant by that?—It is a part of the City property, and has always been treated as such and carried to their fund, which consists of very many other things; the rents of their estates, and profits of the markets; it is carried to that account. It is exclusively their property, and it has not been applied by any Act to any specific purposes, but they have dealt with it from time to time as they have thought fit.

156. What proportion do the proceeds of the 4 *d.* duty bear to the other duties paid into the City cash from the general income of the City?—I think it is in round figures about a third of their income; I think their property is nett now about 160,000 *l.* or 170,000 *l.*, and it would be about a third of that.

157. Is it increasing or otherwise?—It is increasing as importation increases. The Committee will see from this account how it has increased from 1832 to 1852; it has increased, and there is no doubt, as the population increases, the duty will increase.

158. Inland coals coming into London pay an extra duty, do they not?—There has been inland coal brought into London for many years past.

159. Is not the quantity increasing very much now?—Yes, upon the railways.

160. In the Coal Market, inland coals have very much increased in quantity, have they not?—No doubt of it.

161. And consequently the proceeds of that 4 *d.* duty are increasing in the same ratio, are they not?—Yes, in the same ratio with the other duties.

162. The whole of this 4 *d.* duty, though paid for by the inhabitants of the metropolis generally, and by all those residing within an area of 20 miles, goes actually to the cash account of the corporation of the city of London, which is only a small proportion of the metropolis?—It does.

163. Is there any account kept of the expenditure of that 4 *d.* toll?—There is an account kept of its receipt in the city's cash, and when no specific application of it is made, and there is no specific mode of expenditure, it is, like other moneys, mixed; but they have on several occasions made specific applications of it, as I have mentioned to the Committee.

164. A portion of it goes, does it not, towards the various expenses of the corporation; the mayoralty, and so on?—Yes, all matters of civil government would be chargeable out of it.

165. Are the civic feasts paid for out of it?—I do not know anything of that kind.

166. Is there no account kept of the expenditure to which this 4 *d.* toll is applied?—There is an account kept of the expenditure of the city's funds.

167. Mr. *W. Miles.*] Have you any account which will state, for the last five years, what have been the receipts from the 4 *d.* coal duty, and which at the same time will show what has been the increase in the income of the city of London?—We could make out such an account.

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168. From such an account you could see whether the increase in the income was mainly attributable to the increase in the coal duties?—I can give the Committee the exact increase of the coal duties; it is in Mr. Blackett's Return. The increase of the coal duty from the year 1832 is 35,722 *l.* 9 *s.* 11 ¼ *d.*; in 1836 it reached 40,061 *l.* 11 *s.* 11 *d.* In the last six years the amount has been, after allowing drawback, 53,239 *l.* 15 *s.* 10 *d.*, 55,607 *l.* 1 *s.* 10 *d.*, 53,189 *l.* 0 *s.* 6 ½ *d.*, 58,440 *l.* 8 *s.* 6 *d.*, 55,347 *l.* 16 *s.* 4 *d.*; and 57,591 *l.* 10 *s.*

169. As those duties have been now added to the income of the city of London, of course in proportion as they might increase, so the property and income of the city of London would increase?—Exactly.

170. Sir *W. Jolliffe.*] With regard to the 4 *d.* duty upon coals, is that collected over an area extending by Act of Parliament 20 miles from the General Post Office?—Yes.

171. Over what area is it collected?—There is no area extended by any Act of Parliament, that I am aware of.

172. *Chairman.*] But there is an area fixed, is there not?—The Act of 1845, as we have stated in the Return No. 7, fixes the points at which the collection should be made, and accounts returned. The 8th & 9th Vict., in the year 1845, upon a Report of the Select Committee of the House of Commons, had the effect of rendering uniform, as regards the distance from London, the points at which the duty was collected by the corporation; and that Act does not, so far as we believe, except it might be in one corner of the circle, extend the area of taxation. The area of taxation was very much beyond the 20 miles up to the year 1851, when the corporation's first Act to relieve the trade upon their petition was passed.

173. Sir *W. Jolliffe.*] The Act rather limited the area?—The Act of 1851 very considerably limited the area.

174. *Chairman.*] Is there any one or two places as to which, in consequence of that Act, the area was limited?—To the north-east we extended, before that Act, 10 or 15 miles from Watford, as far as Saffron Walden; to the west, as far as Maidenhead, and Great Marlow, and Beaconsfield; to the south-west, as far as Guildford, Godalming, and Dorking; in fact the tax was felt down to the south coast in Sussex, until coal by sea came in competition with the London-borne coal that was brought in, and they were obliged to pay, as they came round the coast, the Shoreham harbour dues and the Newhaven harbour dues, &c. The effect of the Act of 1851 was intended to be, and has been, to restrict the taxation to within 20 miles of London, whereas it extended in former cases from 40 to 50 miles. I could give the Committee the Report of the Committee which recommended this Act, which was on a petition of the coalowners, coal-factors, coal-merchants, and the Brighton Railway, and the Brighton and Hove Gas Company, and persons taxed out of the metropolis and its neighbourhood for metropolitan improvements. A communication took place with the Woods and Forests, as trustees of part of the duty, and the Board of Trade; and with the consent of all those parties, upon the petitions of the trade of London, the coal interest in the Midland Counties, and the coal-carrying interest in the south of England, that Act was brought in to relieve the trade; and it has relieved it, and we can prove has diminished the area of taxation to the extent of at least 300 square miles. I believe, myself, to the extent of 600 square miles; but we can prove to the extent of 300 miles.

175. Are those petitions now in existence?—They are in existence, I have no doubt about it; they are petitions to the city, and several of them came before the House of Commons. I rather expect that an Honourable Member of this Committee presented petitions in favour of that Bill. I think the Honorable Member for Newcastle-upon-Tyne presented one.

176. In favour of that Act?—Yes; the chairman of the Brighton Railway Company was examined in favour of that Act; the then chairman, Mr. Laing; and many parties that are not stated in this report. This is an extract from the report of the coal and corn committee of the corporation, who are entrusted with the management of the coal trade: "We have received petitions from, and have been attended by the following parties on the subject: Messrs. George Stephenson & Co., the proprietors of Clay Cross Colliery, Derbyshire; Messrs. Cory & Son, and other coal merchants, London; the Brighton and South Coast Railway Company, the Brighton and Hove General Gas Company, the Brighton Gas Light and Coke Company, the proprietors of the Stoneyforth and other Collieries, and the

the Grand Junction Canal Company," these parties moved the corporation, together with deputations from the Coal Market, to go for that Act; and it was pointed out that the corporation, by taxing parties at a great distance from London, were preventing the principles of free trade being carried out; and preventing competition between the coal brought into the river and the coal that came from the Welsh counties and elsewhere. We thought, by removing the competition, it would be a relief to all the parties within the boundary, and we gave a drawback to all coals whatever passing within the boundary of 20 miles that went beyond it; we now pay annually 16,000 *l.* drawback to parties who were formerly taxed, and who would be now taxed but for that Act. That Act has been no benefit to the corporation, but a concession on their behalf to the trade and to the country; and they do not deserve the obloquy which has been thrown upon them. No Act has ever passed, in my recollection, of a local character, which has conferred so great a benefit.

177. Do you consider that the corporation have, as it were, lost funds, owing to that Act?—No doubt; they have given up a very large amount of drawback, of which, if they had acted strictly, they could have enforced the payment.

178. Sir *B. Hall.*] Has not the income of the corporation, derivable from the coal duties, increased rather than diminished since the passing of that Act?—Not in the last year more than had been the case in the last 200 years; the increase has been gradual and progressive, without any check whatever; therefore it cannot have been by giving a drawback that it has increased. It has been by increase in population, great vigilance on the part of the officers, and by preventing frauds which were being carried on to a large extent in some places.

179. You state that persons living at the distance of 48 miles from London, were formerly subject to the tax?—Yes; and even further.

180. Take the case of the South Wales Company; are the Committee to understand, that if coals were brought from that district inland to within the distance of 48 miles from London, or 38 miles, they would have been subject to any tax then?—No, they were not subject to it in that case; but the great bulk of the coals going up the river to that country paid the tax in the Pool.

181. They were subject to the tax as the coal was entered; first of all, in the Pool of London, and there the tax was levied; and after being exported as it were from the Pool, or transmitted, they then became subject to the tax which was levied in the first instance?—It paid the tax first in the Pool of London, and it supplied the country north of London until it met the Newcastle coal coming inland. It supplied the west country till it met the west country coal; and the south till it met that coming from the coast. Therefore, the city of London and Government duties taxed a district varying from 20 to 60 miles from London.

182. *Chairman.*] That was before the existence of railways, was it not?—It was subsequently to the railways, as they did not bring any coals by railway for trade before 1845.

183. Sir *B. Hall.*] Now the corporation have the power of taxing all coals within the distance of 20 miles from the Post Office, have they not?—Yes; the effect of the change is to make chargeable London and the immediate neighbourhood, according to a uniform line drawn round it from the Post Office.

184. *Chairman.*] Can you state whether there is any place in Hertfordshire where the coals are made to pay twice, owing to their passing through the area of taxation, going out again, and then coming in again by railroad?—No, I cannot.

185. Sir *B. Hall,*] What was the effect of the last Act, the Act of 1851, upon the Act of 1845?—It had the effect of relieving from the tax all parties beyond 20 miles from the Post Office; it had no further effect.

186. By means of the drawback?—Yes; this part tinted blue (*pointing to the map*) is the district which we can prove to have been subject to direct taxation before the Act of 1851; while this line (*pointing to the map*) shows how it was restricted to the neighbourhood of London by that Act, because we now return the drawback to all parties claiming in that district (*describing the same on the map*); and that Act reduced the area of taxation from an irregular form to a regular circle, of which London was the centre. In that part of the

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circle (*pointing to the map*), the inland coal was taxed by striking that circle in 1845.

187. Mr. Alderman *Cubitt.*] Was the effect of allowing drawbacks felt in carrying the sea-borne coal further into the country?—It was felt as far as the south coast, because it obliged parties in the south of England to get coals round the coast. They had to pass round the Foreland to land their coal at Shoreham or Newhaven, and they had to pay harbour dues and light dues for all the places they passed; and it amounted to this: that they were obliged to go that circuitous course instead of into the Thames, and down the Brighton or other Railway. But I should mention that Wallsend coal brought into the Thames now goes free of any duty, to compete with the coals brought to the south coast, and that has altered the trade along that coast.

188. Sir *W. Jolliffe.*] If the whole of the coal which comes into the Pool pays duty in the Pool, what drawback is given to the coal that goes beyond 20 miles?—The Act of 1851 was to make regulations to this effect: all coal paid in the Pool before, excepting the coal which went to foreign parts and was exported immediately; but that Act granted a drawback to any coal which crossed the boundary in any direction, either by railways, or by canals, or by common roads; that Act released from the local taxation all the district beyond that circle.

189. *Chairman.*] Is there no charge paid to the corporation for the coal as between its arriving in the Pool and its arriving at the London Bridge Railway?—Nothing.

190. The one tax is all?—Yes; all the duties are returned, excepting 1 *d.*, which is retained as an arrangement with the trade to pay the expenses of working the Act, for inspectors to see what coal is passing; and 1 *d.* out of 13 *d.* is retained. It has this operation, that they pay 13 *d.* in the Pool and they get back 1 *s.*, and the odd 1 *d.* goes for expenses. The Government would not consent to pay any part of the expenses of working this Act, and the trade said that they were willing to pay 1 *d.* for the relief afforded them.

191. Sir *W. Jolliffe.*] Is this drawback allowed in all cases where the demand is made?—In every case where the requirements of the Act are complied with.

192. Mr. Alderman *Cubitt.*] The effect of that has been to diminish the cost of coal considerably further down towards the south coast, has it not?—There is no doubt about it.

193. Does that operate towards the west; does it at all interfere with the supply from Wales?—I have no practical knowledge upon that subject; I think it will bring the Newcastle coal into competition with Welsh coal, and drive it further back.

194. *Chairman.*] The effect of this is clearly to bring ships into the Pool, is it not?—Yes.

195. Does the corporation of the city of London derive any benefit from the ships coming into the Pool?—Not any. They were entitled to 6 *d.* upon every ship, but that is commuted and is part of the 4 *d.* payable under the 1st & 2d of William the Fourth; so that the corporation do not get anything additional. Before the alteration was made from measuring to weighing they received at that time 6 *d.* for every ship that grounded in the river; that is now included in the 4 *d.* under the operation of that Act; they therefore get no advantage by shipping coming in.

196. The Committee have been informed by the City Remembrancer, as regards the change from measuring to weighing a chaldron and a ton, that the proceed that went towards the metropolitan improvements was altered from 10 *d.* to 8 *d.*, but that the operation of the 4 *d.* remained the same; will you explain why that was?—It was altered by the Select Committee in 1830; they weighed the coals, to ascertain what was the proper equivalent by weighing as compared with measuring, and it was found that a chaldron was 25½ cwt., and a ton about 20 cwt., and by giving 4 *d.* a ton in lieu of 4 *d.* a chaldron, it would be something like four-fifths of a penny increase; but the Report states, "The city of London is entitled, as shown by Mr. Scott in his evidence, by prescriptive right, confirmed by charter and Act of Parliament, to 4 *d.* per chaldron on all coal measured, or 8 *d.* per ton on all coal if weighed in the port of London; out of this fund is provided a payment of 1 *d.* per chaldron to the ship meters, and the expense of the vats and other apparatus for measuring coals; the surplus of this fund, amounting to about 16,000 *l.* a year, is applied to the general purposes of the corporation.

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In respect to this payment, we recommend, with the consent of the corporation of London, that whatever they are now entitled to on a chaldron should be collected on a ton, in the proportion which the one may be found practically to bear upon the other; and we also recommend, for the general accommodation of the trade, that the payments now made at various places for bailliage, groundage, Lord Mayor's permit, and Coalmeters' Office, should be consolidated with it, and a single charge be made per ton, according to some just proportion." The result of that was that they thought that 4 *d.* on the ton (accounts having been made of those different fees for water baillies and groundage) would be a fair equivalent for the other; and that was provided by The House, according to the amount of those fees at that day.

197. When was the taxation of inland coal commenced?—Sometime about the end of the last century; I think upon the formation of the Grand Junction Canal.

198. There was no means of bringing inland coal into London, except by the Grand Junction Canal?—No, it was not worth while to bring it overland.

199. Mr. *Ewart.*] That was in 1793, was it not?—I think somewhere about that time.

200. *Chairman.*] As soon as the canal was in operation, they began to carry coals, and the corporation began to tax the coals?—Either then, or very soon afterwards. There were clauses introduced, I believe, in the Acts. When Acts were passed, both for canals and railroads, Parliament inserted clauses protecting the duties paid in the port, charging the same duties. There were two reasons for this. In the first place, the public creditor was interested in all those duties for the public works executed; and in the next place, Parliament repeatedly determined by Committees that it was important not to damage unnecessarily the shipping interest as a nursery for seamen. Therefore the Acts declared in all those cases that the duty should be paid on the inland the same as was paid on sea-borne coal.

201. There are published at the coal market certain returns every year, are there not?—Yes.

202. With regard to the coal, culm, and cinders imported into the port of London, can you give the Committee the returns since 1831, that year inclusive?—They have been given already.

203. With regard to the opening of the Coal Exchange, did not the expenses of the opening of that building come out of the 4 *d.* duty?—No, it was paid by the corporation; it was not paid out of any particular source of revenue.

204. It came out of the Corporation Cash Fund, did it not?—Yes.

205. A portion of which fund is made up of that 4 *d.* duty?—The 4 *d.* duty is carried to the corporation account, but that would not be considered, I am quite sure, by the corporation, as applicable for any general purpose. They have for many years applied it to purposes of a more public character than that; they would consider that as paid out of their rental.

206. Will you tell the Committee first what was the cost of the building?—The cost of the building was 44,116 *l.* 7 *s.* 3 *d.*, including furniture, I believe. The gross cost of clearing the site, enlarging the site, and making improvements in the neighbourhood, was 58,527 *l.* 11 *s.* 3 *d.*, making a total of 102,643 *l.* 18 *s.* 6 *d.*

207. As the gross cost of the building?—Yes; and of the improvements.

208. Will you now state what was the expense of the opening day?—There was incurred on the river Thames, by the harbour-master, 310 *l.* 15 *s.* 7 *d.* I should explain to the Committee that the cost of opening the building was very small indeed, but it was very much augmented in consequence of a communication from Her Majesty that she would proceed by water to open the building; and the corporation thought it fit to erect standings on the Custom House Quay, capable of holding, I think, as many as 10,000 persons, in order that Her Majesty's subjects might witness the landing and progress to the Coal Exchange.

209. Is that the item in the report of Mr. Trego, the builder?—That is the cost of erecting and moving away the temporary covered landing-places, &c., 3,616 *l.* I think 10,000 people sat there to witness the Queen's landing.

210. Sir *W. Jolliffe.*] Nearly the whole of that 6,000 *l.* was occasioned by Her Majesty's visit on that occasion?—No doubt of it. The corporation thought it fit to make preparations according to the importance of the event.

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Her Majesty was unexpectedly taken ill, and they had not the honour of entertaining her; but the whole of the expense was incurred before notice to that effect was received.

211. *Chairman.*] There was a report, was there not, of the opening of the Coal Exchange, published by the Coal and Corn Finance Committee?—Yes.

212. Have you got it with you?—No.

213. The actual bills ordered to be paid on that occasion by this finance committee amounted to 5,266 *l.*?—Yes; but that did not include the expenses on the river; the harbour-master's expenses. I have taken the figures returned from the actual audited accounts of the corporation; all the bills and acccounts were settled. I think, when the committee made up that report, there were some few bills outstanding.

214. Did not those charges come out of the fund to which the 4 *d.* duty is paid?—I do not think that that could be said to be the case; because if it was intended to prove that the corporation entertained the Queen out of the Coal Duties Fund, that cannot be maintained, because they have recognised that it ought to be applied to public purposes of a different character altogether, and they have so applied it.

215. Did any portion of that 4 *d.* duty go towards the expenses of the opening of the Coal Exchange?—I should think not; but the accounts being kept together, it is quite impossible for me to say. All the corporate property goes into one fund; but the corporation have for many years past recognised that there was, if not a legal, a moral claim upon them to apply the duties that extended over and about the metropolis in affording accommodation to the people of the metropolis, and not to expend it upon anything that might be considered a more private application.

216. Is it or is it not the fact that the expenses were paid out of the city's cash account?—Yes, but I have stated that they have mortgaged the whole of the 4 *d.* duty for other purposes, and they are answerable to the creditors who have lent them money for public improvements.

217. Sir *B. Hall.*] Of course the 4 *d.* duty is carried to the cash account?—There is no doubt, legally speaking, if the city were deficient upon other funds, the creditors of the city could take that as part of their property; but notwithstanding that they do keep the accounts mixed, they have always looked to the 4 *d.* fund as a separate fund, and one that would be chargeable for public improvements.

218. Mr. *Headlam.*] Is there any separate mortgage upon the 4 *d.* fund?—Yes.

219. Upon that, and nothing else?—Yes, several.

220. Sir *W. Jolliffe.*] For what purposes were those monies raised?—For street improvements.

221. *Chairman.*] Can it be shown that those mortgages for street improvements come up to the amount which that 4 *d.* duty produces?—Yes, and more than it will produce for the next 20 years.

222. Sir *W. Jolliffe.*] For the liquidation of principal and interest, do you mean?—Yes.

223. Mr. *W. Miles.*] Is there any department in the city of London to which the Committee can apply, for the purpose of ascertaining whether the sum actually paid over and received from the coal duties has been laid out in public improvements?—Yes.

224. To what office is the Committee to apply?—It is all before the Committee in these accounts.

225. Will you take the last five years (you have shown what the receipts of the Coal Fund have been), and show the application of the amount after it has been paid to the city of London?—The best answer that I could give to that would be to refer the Committee to No. 7 account, page 68; there is the head of income, and the head of expenditure of the 8 *d.* duty for 20 years, mixed up with the other revenue which goes indeed to form the London Bridge Approaches Fund. It is tabulated in one sheet for convenience; the second line of the account on the income side is "Duty of 8 *d.* per ton on coals," and the Committee will see it is all brought to account; the items of expenditure appear below.

226. Will you again refer to those sums which you have given, the monies received from the coal duties for the last five years, and then place this account against that?—That cannot be done, because Parliament has directed that there shall

shall be coal duties, and wine duties, and contributions by the City under the name of "London Bridge Approaches Fund;" and if they have mixed the monies I cannot, nor can any man living, separate them. Parliament has charged the coal duty, with the other duties, with the execution of certain works; I can show the Committee how the money was applied from time to time, how it was raised, how the money was spent. How it was raised appears in a subsequent account, and of course the 4 *d.* account does not appear here; we have given the charges which are under the Act of Parliament.

227. *Chairman.*] You stated just now that there were exclusive mortgages upon that coal duty?—Yes.

228. Have you got the amount of them?—The duties are first applied in paying the costs of collection, which are trifling; then there is the drawback, which now amounts (the foreign and inland drawback) to about 5,000 *l.* a year; that fluctuates, of course.

229. Sir *B. Hall.*] What are the mortgages?—I thought I would give the Committee the charges which must necessarily be paid first, and then the mortgages. The next charge we took upon that was the payment of sea-coal meters, who were paid off under the 1st and 2d of William the Fourth; there were 150 parties deprived of their office by the Act when they took the 4 *d.* a ton instead of 4 *d.* a chaldron. If they had the turn in their favour, they undertook to pay life annuities to 150 coalmeters, by arrangement with the Lords of the Treasury to that effect; and they have paid up to this time 261,782 *l.* There are now 66 meters living, who are paid rather better than 7,000 *l.* a year, and that will continue during their lives. On the 25th of September 1845, by a resolution of the Common Council, 50,000 *l.* was raised to complete some improvements in the neighbourhood of the Royal Exchange and some of the London Bridge Approaches improvements, where the funds had not been sufficient; 4d, as provided by Parliament, that was charged upon the coal duty.

230. In what return are those items shown?—That would appear from the minutes of the Common Council of the 25th of September 1845, that they would charge and make liable 50,000 *l.* to make those improvements; they have paid off 10,000 *l.* of that mortgage, and therefore there are 40,000 *l.* remaining. On the 18th of November 1847, the Common Council passed an act for raising 300,000 *l.* for street improvements in the neighbourhood of Cannon-street; and they executed a mortgage under that act of the Common Council.

231. Sir *B. Hall.*] Without any collateral security?—Yes; the corporation have the power by law of passing an act of the Common Council with reference to any of their own matters, which are binding the same as an Order of Council.

232. *Chairman.*] From whom was that money raised?—From the Bank of England, if I recollect rightly.

233. Sir *B. Hall.*] How much of that remains unpaid?—The whole of it.

234. *Chairman.*] Are there not some leases granted at ground-rents, and so on, against that money?—Yes; the ultimate outlay was estimated at 500,000 *l.*, after selling all the ground-rents. It was for making a street in a line drawn from King William-street, at the foot of London Bridge, to St. Paul's Churchyard. The first half of it, as far as Queen-street, was effected under the act; we were to find the funds, and we raised 300,000 *l.* from the 4 *d.* coal dues, for the purpose. The next mortgage was the 22d of May 1851. An act was passed for raising 200,000 *l.* for carrying that street from Queen-street to St. Paul's Churchyard, and that improvement is now being effected; the whole of that mortgage remains.

235. I presume there has been at present no offset?—Nothing will be carried to this account, because the coal duty was applicable; but what is made by the sale of old materials and ground-rents which will go to reduce the cost of the improvements. It will cost full half a million; the estimate was rather over 500,000 *l.* By an act of the Common Council, of the 29th of July 1852, they raised a further sum of 40,000 *l.* for effecting a variety of small improvements, which are mentioned in the Act of Parliament of the 15th and 16th of Victoria, "An Act for effecting Improvements in the City of London." There was to be a continuation and widening of Finch-lane and Threadneedle-street, and to effect some improvements in Tower-street and in Dowgate.

236. Mr. *Headlam.*] Upon what fund was that charged?—Solely upon the 4 *d.* fund; and in addition to those charges, the corporation looked to this fund

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to enable them to pay 11,500 *l.* a year, which they had agreed to contribute to improvements which are beyond the city's limits, and they have agreed from time to time to aid the coal fund by paying 11,500 *l.* a year from their own property to that fund. They look upon their duty as enabling them to pay that 11,500 *l.* a year: and up to the year 1862, putting these different rates and mortgages charged upon the fund together, the 4 *d.* duty is pretty well mortgaged for many years to come, and they would not think it right to apply any part of that in entertaining Her Majesty. They have considered that they are bound morally to administer it freely, and to apply it to purposes for the benefit of the metropolis generally.

237. **You stated, did you not, that there is 7,000 *l.* a year payable now to the coalmeters from this time to their decease?**—Yes.

238. And there is the sum of 40,000 *l.* remaining upon the capital sum of 50,000 *l.*, a further sum of 300,000 *l.*, a further sum of 200,000 *l.*, and lastly a sum of 40,000 *l.*, making a capital sum of 580,000 *l.* in addition to the 7,000 *l.* a year to which I first referred, and in addition to 11,500 *l.* a year which you consider to be payable out of this 4 *d.* duty?—Yes.

239. Are those sums which have just been enumerated charged exclusively upon the 4 *d.* duty, or is there any collateral security of any sort or kind for the payment of any of those sums?—There is the collateral security of the City Seal, but the mortgages expressly recite that it is under these acts of the Common Council that the mortgages are charged to the 4 *d.* duty, and that what we receive as an equivalent for it shall be a security to repay those monies: the metage dues.

240. Do you consider that this 4 *d.* duty is the only security which the parties ultimately have?—That is a point which I should hardly like to speak upon, as it involves the question of how far the City Seal would render the Corporation liable as to their other property.

241. Sir *W. Jolliffe.*] At what rate have you raised this money?—£.300,000 at 4 per cent., I think: 200,000 *l.* at 3 ½ per cent., and 40,000 *l.* at 3 ¼ per cent.

242. Has only 10,000 *l.* out of the whole sum been repaid?—Yes.

243. **There is 580,000 now due?**—Yes; **the corporation can only repay it as they have surplus in hand; they have so many claims upon them** from what I have mentioned for public improvements. They have paid 20,000 *l.* to finish the improvements in St. Mary-at-Hill, in the neighbourhood of the Coal Market.

244. *Chairman.*] Is that paid out of the 4 *d.* duty?—They considered it right to apply it, because it was for the improvement and accommodation of the coal trade. They paid 20,000 *l.* to that account, and they took it out of the corporate account. They paid another sum of 21,000 *l.* in aid of the London Bridge Approaches improvements. In undertaking these trusts, it often happens that the estimates are not to the full extent, and they do not include every possible contingency: and the corporation have made up all those trusts which they have undertaken out of this fund.

245. Sir *B. Hall.*] You seem to entertain some doubt as to parties having a claim, with respect to the sums I have mentioned, on any other property belonging to the corporation: have you got with you any form of security which is usually given to parties?—No, I have not.

246. Will you be good enough to furnish the Committee with one at the next meeting of the Committee?—Yes, I will.

247. *Chairman.*] The expense of opening the Coal Exchange was something like 13 per cent. upon the whole cost, and there was no private subscription towards it, was there?—No: I could hardly say that that was the case; it was an expense incurred in order to provide for the safety of Her Majesty, and her proper reception, and would not have been incurred for opening the Coal Exchange. It was in consequence of receiving a letter from Her Majesty, that she would visit the city, that those expenses were incurred.

248. Mr. Alderman *Cubitt.*] Are you of opinion that the corporation intend to pay off those mortgages out of any balances which they may have from their general fund:—When they find themselves in possession of balances from year to year, should you suppose that they would be applied to those loans?—Yes; as the Finance Committee report that they have power, those loans will be paid off.

249. Out

249. Out of the general fund?—Yes, but particularly out of this fund; if they have other funds to assist, they would go also.

250. *Chairman.*] Going on with this account, moved for by the Honourable Member for Newcastle-upon-Tyne, "The amount of the principal sums respectively charged on the several coal duties, and remaining due at the date of making up the return," you say, "Whether any, or if any, what principal sums remained charged upon the duty of 1 *d.* per ton, remained due at the date of making up the return, is not known officially to the Chamberlain;" what is meant by "not known officially to the Chamberlain"?—It means this: that the city of London have received the 1 *d.* duty, and handed it over to the Woods and Forests Commissioners; and the Chamberlain can only get from the public documents what they have done with it. From two Acts of Parliament, it appears that they were to raise the sums of 120,000 *l.* and 60,000 *l.*; but whether there has been a surplus, or they have been able to mortgage it any further, we do not know.

251. Then, at the end, there is a note, "The surplus of the fund"?—That refers to the 8 *d.* duty.

252. You say, "The surplus of the fund, of uncertain amount, is directed by Act 13th and 14th of Victoria, chapter 103, to be applied to opening an improved line of communication between Coventry-street and Covent Garden." Is there any particular account as to when those sums were raised?—No; I believe that it was thought by the increase of the duties in the period, up to 1862, there might be a further surplus, and Government determined that the proper application of the surplus, when it arose, would be to make a street between Coventry-street and Covent Garden; and there is a clause which continues the fund for that improvement, though no specific sum is charged for the purpose; but that locality is pointed out for the next improvement.

253. Sir *W. Jolliffe.*] The whole sum which the city of London has ever dealt with for raising money, is the 4 *d.* duty?—That is their own property.

254. All the other sums have been raised under Acts of Parliament; have they not?—Yes.

255. And the transactions have not been by the city, but transactions by the Woods and Forests?—Yes, by the city, and all other Commissioners, or the Board of Works; they have been all under Acts of Parliament.

256. *Chairman.*] With regard to the new street from London Bridge to St. Paul's, in the Acts for that purpose, do you consider that the corporation are entitled to pledge the coal duty which accrues to the corporation?—Undoubtedly so; they have authority in their several Acts to pledge any part of their revenue that they think fit.

257. Can they pledge any one particular item of that revenue?—Yes.

258. Do those returns which have been furnished to the Committee show the quantity of inland coals subjected to the operation of the duty year by year, from 1831 to 1852 inclusive; specifying the different sources of supply separately?—Yes. I do not think that the revenue is included in the account; the quantity imported is, I think, in the registrar's account by every source, signed, "J. R. Scott."

259. Mr. *W. Miles.*] You were understood to state, that the Chamberlain sometimes had balances in his hand up to the amount of 130,000 *l.*, and that at other times it sank to 60,000 *l.*?—Yes.

260. What has he a right to have as the balance in his own hands?—There is no limit to the right, because the law has made him the treasurer of the corporation, and whatever their funds may happen to be at the time he holds in trust for them.

261. You stated, did you not, that the security which he entered into was 30,000 *l.*?—Yes.

262. Is he not authorised to keep 30,000 *l.* only under his control?—That is the case under the deed; and he is obliged to deposit it in the names of three persons, to prevent any one person drawing upon it; that was one of the points in the deed for regulating his office.

263. Are the Committee to understand that he has a right to use the 30,000 *l.* at short dates, as he pleases?—No; the whole he has a right to use, subject to the control of the committee, who meet once a month; they must approve of the securities, and if they disapprove of them, he must sell them out immediately.

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immediately. He only invests in securities of the first class, and advances upon parties who deposit those securities.

264. With regard to any profits that might be made upon those deposits in the hands of the Chamberlain, to whom are they applied; to his own individual profit as Chamberlain of the City, or to the City Fund?—Neither to the one nor the other; they go to the public account kept in his office, called "The Emolument Account," which is to pay him a limited salary, and his clerks limited salaries, and the balance is applied by the Finance Committee for the relief of the trust funds from this kind of charges.

265. *Chairman.*] With regard to Fleet Market, did any debt exist at the time of the building of that market?—Yes; there were several debts which the corporation contracted for making the improvements in Farringdon-street, and removing the market.

266. Was there a debt due to Sir Charles Flowers?—Yes; he had a large amount of bonds at that time for money which he had advanced to the city of London.

267. You cannot state to the Committee what debt existed upon account of outlay for building on the site of Fleet Market, at the time of the Act of the 11th of George the Fourth, and what bonds and other securities had been given, and to whom?—I am not able to say at the moment.

268. Who was clerk of that market at that time?—I do not recollect.

269. Would there be any returns of the proceeds from Fleet Market?—Yes; there were very large profits upon Fleet Market; between 3,000*l.* and 4,000*l.* a year.

270. At that time?—Yes.

Jovis, 28° die Aprilis, 1853.

MEMBERS PRESENT.

Sir John Shelley.	Mr. Vernon.
Mr. Masterman.	Mr. Ewart.
Mr. Miles.	Mr. Alderman Cubitt.
Mr. Lowe.	Sir Joshua Walmsley.
Mr. Headlam.	Sir Henry Meux.
Sir James Duke.	

SIR JOHN SHELLEY, IN THE CHAIR.

Mr. *Benjamin Scott,* called in; and further Examined.

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271. *Chairman.*] DO you produce some returns?—Yes. The first return is, "Income derived annually since 1832 from Coal Duties, distinguishing the amount derived from Inland Coal and that derived from Coals entering the Port of London." I also produce a balance-sheet of "The Charges upon the Duty of 4*d.* per ton collected by the Corporation of London for public improvements." I produce also an account of the Chamberlain's Establishment Emolument, or Fee Fund Account, from the commencement of that arrangement in 1844, down to the end of last year, 1852.

Vide Appendix.

Vide Appendix.

272. Was that the time when the alteration was made?—Yes; and this deed was entered into, and has continued ever since.

Mr. *Charles Rogers,* called in; and Examined.

Mr. *C. Rogers.*

273. *Chairman.*] DO you produce a return?—I produce a return which has been called for by this Committee, showing the quantity of inland coals carried on the Grand Junction Canal, and brought within the London district, from the year 1831 to the year 1852, both inclusive.

Vide Appendix.

274. How is the London district designated or pointed out upon the canal?—By a stone which is fixed upon the banks of this canal at present, near King's Langley; and which, previous to the last Coal Act, was fixed at Lady Capel's wharf, near Watford; and all coals passing south of that stone are designated as coming within the London district.

275. What

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275. What has been the effect of the alteration of the stone, as regards the distance from London; has it been increased or decreased by that Act?—The distance has been increased. There are, however, other circumstances, besides the mere extension of the boundary, which affect the inland coal trade on the Grand Junction Canal; but the Act referred to having been in operation so short a period, I can hardly tell whether it has or has not affected that trade to any extent.

276. How many years?—Not much more than one year.

277. But the effect really was, practically, to extend the distance from London?—The Act did extend the distance from London.

278. To what extent?—I am speaking now from memory, but I think about a mile or two miles.

279. Would it be possible for you to give in to the Committee a return showing the effect of that alteration upon the coals carried by the Grand Junction Canal Company, although it has been so short a time in operation?—I could give the Committee a return, showing the quantity of coal which has passed during the period alluded to, but I do not think a return for so limited a period would show the Committee what they desire, viz. whether, in consequence of the extended boundary, less inland coals have passed into the district; for, as I before observed, other circumstances affect that trade on the canal. I can give you the return.

280. Can you mention any circumstances; you say there are other circumstances which have affected it?—One circumstance is the price at which the sea-borne coal can be obtained in London; if they can be procured at a cheap rate, they would find their way into the country in competition with the inland coal.

281. Has any effect of that kind been produced?—I am unable to say as yet whether that has been the case, but there can be no doubt but that that would be the result.

282. Have any sea-borne coals been sent from London by the Grand Junction Canal beyond the point originally stated?—Large quantities; there has always been a large sea-borne coal trade in the canal north of the city boundary.

John Dickinson, Esq., called in; and Examined.

J. Dickinson, Esq.

283. *Chairman.*] WHERE do you reside?—I reside in the parish of Abbot's Langley, in Hertfordshire, and also in the city of London.

284. What is your business?—I am a paper manufacturer, and other things.

285. A large consumer of coals?—A very large consumer of coals. I beg to say, that my attention has been particularly directed to this subject of late, and I have found myself under the necessity of examining documents and Acts of Parliament relating to it, and I find that the origin of the London coal tax generally, was by a Charter of James the First, in the third year of his reign. I beg leave to remind the Committee that in the 21st year of the same reign, the Act of Parliament against monopolies was passed, which I think abolished and put a stop to all charters or grants of monopolies of this kind entirely. I think it is a very slender foundation for a tax. It is extraordinary in its nature, and imposes a tax "also on all kinds of salt, and all kinds of apples, pears, plums, and other fruits whatsoever, and of all eatable roots of every kind, and also of onions, and of all other merchandizes, wares and things whatsoever, measureable, and the measuring of the same whatsoever, landing, conveyed, or brought in or to the port of the said city of London upon the said water of Thames, in every ship, boat, barge, or other vessel whatsoever, floating, laden, remaining, or being on every part of the same water of Thames, and upon every bank, or every shore, or every wharf of the same water of Thames, which should happen to stop, remain, and be delivered or set down from the aforesaid bridge of the said town of Staines, in the said county of Middlesex, westwards," that means on the west, I apprehend, "to the aforesaid London Bridge, and thence to the aforesaid place called Yendall, otherwise Yenland, otherwise Yenleete, towards the sea and eastwards, and in the Medway, and in the said port of the city of London aforesaid, exercising and occupying the same office of measurer and the measuring aforesaid by the mayor of the city aforesaid." This recital is part of the Act of the 1st and 2d of William the Fourth, chapter 76, clause 60. The charter purports to give them a fee for measuring, which, I think, is 4*d*. Then there is a second power in the charter, or a second charter, I am not clear which, by which they have a fee for weighing every thing brought within the water of Thames.

286. Mr. *Miles.*] Refer to that clause?—It is all in the same clause. It says, in

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in order to show the way in which it was done, "And his said Majesty, willing to show more abundant favour to the said Mayor, and Commonalty, and Citizens, of his said Majesty's special grace, and of his certain knowledge and mere motion, his said Majesty did for himself, his heirs, and successors, grant, and by the said Charter now in recital conform, to the aforesaid Mayor, and Commonalty, and Citizens, and their successors, that although the same Mayor, and Commonalty, and Citizens, or their predecessors, in any case arising thitherto, had not fully used, or had perchance abused the offices aforesaid, or anything or things to the same or either of them pertaining or belonging, nevertheless the same Mayor and Commonalty, and Citizens, and their successors, might thenceforth freely, quietly and peacefully enjoy and use the offices aforesaid, so not used, or abused, and every of them, and the measurings aforesaid so not used or abused, and every of them, without let or hindrance, of his said Majesty." Then after James the 1st there were great changes; and the next thing we come to is, the 5th and 6th of William and Mary. There is no mention of this Charter in that Act, but at that time, I apprehend the Corporation of the City of London were entirely bankrupt. It might have been by misfortune, or by mismanagement; I do not say anything at all about that; but the fact was so, evidently. The Act has this effect; it appropriates the 4 *d.* for metage, and all other funds of the Corporation, and makes them permanently applicable to the payment of interest to the orphans, whose property had been entrusted to them, and to other creditors of the city of London. It is an Act apparently made for the benefit of the creditors of the city of London; a deed of assignment on behalf of their creditors.

287. *Chairman.*] The creditors especially being the orphans?—The orphans are the first named, and there are other creditors enumerated at the close of the clause; it was found necessary, in order to make up the annual payment required for this purpose, to impose an additional duty of 4 *d.* and 6 *d.* per chaldron over and above the 4 *d.* on coals imported into "the water of Thames and the city of London." Now, I beg to say distinctly, that there is no mention of anything up to this time but of "the water of Thames and port of London." They appropriated the 4 *d.*, and afterwards the 6 *d.* by that Act, to what was subsequently called the Orphans' Fund; but the Corporation continued to levy 4 *d.* charge for metage, by which they made a large profit independent of the Orphans' Fund.

288. Was not that Act for 50 years?—It was not permanent; the 6*d.* tax and the 4 *d.* tax, we may call it tax or duty, were renewed by various Acts which are recited in the 1 & 2 Will. 4, and it is unnecessary for me to refer to them for the purpose of my argument. The 1 & 2 Will. 4, was contemporaneous with the discussions on the Reform Bill, and the city of London took a very leading part in promoting that great measure, and I must beg leave to remind the Committee, that at that time they denounced all ancient charters which interfered with the object they were then desirous of promoting, in very unmeasured terms. I think it is necessary to direct attention to the general style and nature of the city taxation The Corporation have got, from time to time, and very rightly I dare say, Acts of Parliament authorising them to appropriate these taxes to other purposes, besides the payment of their creditors; they built a bridge at Blackfriars, improved the approaches to Temple Bar, and other things, which are shown in their map; one at one time, and one at another time; the greater part of them are completed, but some are not yet completed. Now, one of the earliest Acts that I wish to call attention to, is the Act of the 43d George 3d. The title and preamble of this Act are very material to be borne in mind by the Committee. This is "An Act for establishing a free Market, in the City of London, for the Sale of Coals, and for preventing Frauds and Impositions in the vend and delivery of all Coals brought into the Port of London, within certain places therein mentioned." And the preamble says, "Whereas the cities of London and Westminster, and liberties thereof, and certain parts of the counties of Middlesex, Surrey, Kent, and Essex, are chiefly supplied with coals brought by sea into the port of London, and the having of the same at cheap and reasonable rates, tends greatly to the improvement of the manufactures, and to the increase of trade, and for that end it is necessary that the coal trade should be perfectly free and open, and it would greatly tend to answer those purposes, and be of great benefit and advantage to the consumers of coals in the said cities of London and Westminster, and liberties thereof, and in such parts of the said counties of Middlesex, Surrey, Kent, and Essex, if a regular free market for the sale of coals were established within the city of London;" and then they go on further to say, that for that purpose

purpose they ought to have granted to them the power of levying a halfpenny a ton on all coals imported into the city of London. In the next year, the 44th George 3d, they get power to increase the halfpenny to a penny, and it is provided in one of those Acts, that when the market is built, or purchased, or paid for, that that tax shall cease. Then there is another Act for appropriating part of the Orphans' Fund to the improvements near Temple Bar, and another for Snow Hill, and for raising on the credit of this fund, a certain sum of money for those purposes. Those I have nothing to say to. The next Act is the 47th George 3d, chapter 68. This is the year 1807. There is a recital as to there being various Acts "now in force and effect for regulating the vend and delivery of coals brought by sea into the port of London, within the cities of London and Westminster and the liberties thereof, and within such parts of the counties of Middlesex, Surrey, Kent, and Essex, as are situate within the distance of 25 miles from the Royal Exchange in the city of London." Now this Act has reference to the market penny, and it invests the proceeds in the Corporation, giving them the power and management of it. It repeals the 43d and 44th, and declares they are null and void. The Corporation having got this, the termination of the penny at the time of the completion of the market is done away with. Now the only part of this Act which I feel any interest in, is that. The remainder of it strictly refers to what the title expresses, "the regulating the vend and delivery of coals;" how they shall be sold, how they shall be measured, what notice shall be delivered with them, and things of that kind. That was passed in August 1807. Here is another Act of the same description, the 56th George 3d, chapter 21, passed in 1816. It refers to Middlesex, Surrey, Kent, and Essex, and is exclusively as to the mode of the vend and delivery of coals. Now we come to an Act of a very different description, the 10th George 4th, chapter 136, which is a very important Act. The title is, "An Act for improving the Approaches to London Bridge." The date of this Act is 24th June 1829. I just wish to call attention to this fact, that the title does not allude to a tax on coals. It recites that there is 4 *d.* and 6 *d.* duty per chaldron on coals imported into the Port of London, and then it goes on to say, "And whereas the surpluses of the said fund," that is, the Orphans' Fund, "have been from time to time applied according to the directions of the several Acts of Parliament relating thereto, and thereby the capital debt due to the orphans of the said city of London hath been annihilated, and the capital debt due to the other creditors of the city of London, and charged upon the said fund before the passing of this Act, was, on the 28th day of January last, reduced to the sum of 209,900 *l.*, and it is probable that if no further charge or incumbrance were made on the said fund, the whole of the said capital debt would be paid off and discharged by the 5th day of April 1832." It says here "the sum of 1,239 *l.* 1 *s.* 0½ *d.* part of the debt due to the said orphans, has been ordered to be paid off, and has never been claimed." Then they take a continuation of the duty of 6 *d.* a chaldron for 21 years further, for the purposes of this Act, and the corporation are authorised to levy a million of money, and it states that "there is a reasonable probability that the produce thereof, and of the said imposition, rate or duty of 4 *d.* for every chaldron of coals or culm, which also constituted part of the Orphans' Fund, will be sufficient to pay off by or before that time the further sum of 1,000,000 *l.* with interest thereon in the meantime, after the rate of 4 *l.* per centum per annum, although the other charges forming part of the said fund should be discontinued to be applied to the purposes thereof after the whole of the capital debt now charged thereon shall have been paid off." There is the distinction, which I dare say has been noticed, that this London Bridge Approaches Fund is so far constituted by these two duties on coals, and nothing else; at least that is the view I take of it. Then, in the latter part of this Act, section 72, it speaks of the continuation of the tax "unless the sums of money charged thereon shall be sooner paid off and discharged." Sections 73 and 74 provide that the 6 *d.* duty and the 4 *d.* duty, after the payment of those obligations which the city had incurred and were rendered responsible for, shall be applicable to the purposes of this Act. Then section 75 is this, "And be it further enacted, that during the continuance of the said fund called the Orphans' Fund, the same shall be and is hereby charged and made chargeable with the interest or annuities which shall be payable in respect of such of the monies to be raised under the authority of this Act, as shall be borrowed before the determination of the said fund, subject nevertheless and without prejudice to the payment of interest on the principal debts remaining due to the creditors of the said city, and to the

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payment of the several annuities which are or shall be payable in respect of the several principal sums borrowed and raised upon the credit of the said fund by virtue of any Act or Acts of Parliament already passed and now in force."

289. Sir *J. Duke.*] That is the Act for building London Bridge?—No, London Bridge Approaches. There was, I believe, some obligation on the Orphans' Fund previously as to the bridge itself. The next Act is the 11 Geo. 4, c. 64, which passed on the 29th of May 1830. The former Act, I stated, was the basis of the London Bridge Approaches Fund. Now I come to describe the augmentation of this London Bridge Approaches Fund by additions added by the 11th Geo. 4. The first of these additions is, that one equal moiety, or half part of the net produce of the tolls, rents, and profits of the said market, viz. Fleet-market, after payment of all expenses, compensations, and monies in respect of the same, should be added to the fund for improving the approaches to London Bridge, and that the said Mayor, Aldermen, and Commons in Common Council assembled, should be authorized to borrow and raise, on the credit of the said Fund, the sum of 250,000 *l.*" Then, in the 2d section of the Act, it goes on to state, "That all the funds which before and at the time of the passing of the said recited Act of the last Sesssion of Parliament, constituted and formed the fund called the Orphans' Fund, including the duty of 4 *s.* per tun upon wine imported into the port of London, or the members thereof, by way of merchandize, and the sum of 2 *s.* 6 *d.* to be paid by every apprentice at the time of his binding to any master who is a member of any of the respective Companies within the city of London and the liberties thereof; and the sum of 5 *s.* to be paid by every person admitted to be a freeman of the city of London at the time of his admission; and also all the aqueducts, and right of bringing and conveying water, and all the improvements thereof, and rents, profits, and benefits which may arise therefrom, and also the several annual sums of 8,000 *l.*, 2,000 *l.*, and 1,500 *l.*, respectively, charged by several Acts passed in the fifth and sixth year of the reign of King William and Queen Mary, the twenty-first year of the reign of King George the Second, and the seventh year of the reign of King George the Third respectively, upon the estates and revenues of the Mayor and Commonalty and citizens of the city of London, free from all other charges whatsoever, shall, from and after the passing of the said recited Act of the last Session of Parliament, be held chargeable and shall be charged with the raising and paying off the capital sum of 1,000,000 *l.*, with interest thereon, allowed to be raised under the provisions of the said Act for executing the improvement of the said approaches, in addition to the capital debt remaining charged thereon before the passing of the said Act; and all such several and respective funds as are not permanent, shall, after all the principal sums raised and borrowed, and all the annuities charged upon the said fund called the Orphans' Fund, and now due and owing, have been paid off and discharged, be continued, and the whole thereof be applicable to the purposes of the said Act of the last Session of Parliament and of this Act, until the sums charged and to be charged thereon by virtue of the same Acts respectively shall be paid off and discharged." Now, I beg leave to say, that according to what I have been able to make out from these Acts of Parliament, you have in these two Acts a description of the fund called the London Bridge Approaches Fund. I consider the London Bridge Approaches Fund comprehends nothing but that. The next Act is the 1st and 2d of William the 4th, c. 76, and this is an important Act as illustrating what I said before. It is section 60, which recites the charter. It recites that there is a duty of 4*d.* per chaldron, and 6*d.* per chaldron, levied upon coals imported into the port of London, and appropriated to the improving the approaches to London Bridge, and other things; as per 10th Geo. 4 and 11th Geo. 4, and it recites that it is desirable that "one rate or duty should be paid to the said Mayor and Commonalty and Citizens, in lieu of all rates and duties payable to them in respect of coals, culm, and cinders (except the rates and duties made payable by this Act); be it therefore further enacted, that during the term of seven years, from the 31st of December next after the passing of this Act, the Lord Mayor of the city of London, and the said Mayor and Commonalty and Citizens shall not exercise any right of measuring or weighing coals or any other rights with respect to coals to which he or they is, are, or may be entitled, by prescription, or by the said charters and Acts of Parliament or otherwise; and that the rate or duty of 12*d.* for every ton of coals, cinders, and culm imported or brought into the port of London, shall be collected and may be recovered in manner hereinafter mentioned; and the sum of 4*d.* for every ton, part thereof,

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be applied in the same manner as the sum in the said charters mentioned to be payable for metage would be applicable," viz., to the corporation; and 8 *d.* per ton, part thereof, to the London Bridge Approaches Fund. That is to say, that by the 10th of George the 4th, the 4 *d.* per chaldron and the 6 *d.* per chaldron being so appropriated, and the chaldron weighing 25 cwt., by taking 8 *d.* a ton, the recipients of the fund were placed in exactly the same position as if they had taken 10 *d.* a chaldron. The Corporation still retain the 4 *d.* per ton. I understand from the evidence I have heard here, that they furnish some good reason for it; but I conceive that it was attended with very great advantage to their revenues, as might be expected. Their revenues at that time were about 26,000 *l.*, and they have now increased to 57,000 *l.* under the operation of this Act.

290. What has been the increase in importation in that time?—That is shown in the Corporation Return, Parl. Paper, No. 236.

291. *Chairman.*] It was stated with regard to the 4 *d.* duty remaining the same, that the Corporation had shown to a Select Committee of the House of Commons that they gave up certain metages, and so on, and the Committee decided that the 4 *d.* was fair towards them; have you any evidence to give with regard to that?—No; it is not referred to in the Acts, but I understand by the evidence recently given to the Committee that is the foundation of this arrangement. I have now to refer to another branch of the subject. The Grand Junction Canal Act was passed in the year 1833, and the first clause of that Act says, "Whereby" that is, the formation of the canal, "the intercourse of trade and commerce between the several places aforesaid will be greatly promoted and facilitated, manufactures encouraged and increased, and the agriculture of the country throughout the line and neighbourhood of the said canal and collateral cuts materially assisted by being supplied with lime and other manure at a moderate expense, and it will tend very much to reduce the price of coals throughout the whole line and neighbourhood of the said canal and cuts, and will be in other respects of great public utility;" but clause 119 of that Act says, "Whereas it is apprehended the conveying of coals from the collieries of Warwickshire, Staffordshire, Leicestershire, and Derbyshire, by the said intended canal to the city of London, may be detrimental to the coasting trade of this kingdom, by diminishing the consumption of coals brought to the port of London by coasting vessels: be it therefore enacted, that no coal or culm, or cinders burnt from coal or culm, which shall pass along the said intended canal and collateral cuts, or any part thereof, shall be conveyed nearer to the city of London" than a certain fixed point, afterwards determined by a stone at the north-west corner of Grove Park. This was an actual prohibition as to the conveyance of coals from the inland counties for the supply of any parts of the country nearer to London than that place. They might bring coals there, they might sell them there, and anybody who purchased there, might convey them where they pleased. They might carry coals from there to Hampstead or Highgate; the prohibition was limited to the simple fact that the canal company had no power or right to carry coals southwards of that. In point of fact, the Grand Junction Canal Company set this Act at defiance for a time; they did carry coals southwards of that, and sold them between that place and London. The evasion was not carried to a very large extent; but, however, the Corporation did not think it worth their while or prudent to take notice of. I am merely stating the fact, that up to the year 1805, there was an actual prohibition. The next Act is the 45th George the Third, chapter 128, and by that Act a sort of compromise was made between the Corporation and the coal proprietors in the north of England, who always acted with them upon this point, and the Grand Junction Canal Company. This was a Customs' Act, because the Government found they should gain by permitting coals to come by the Canal, and that it would also relieve the inhabitants intermediately of a very enormous expense of carriage, and so on, and this Act, which passed in the year 1805, does away with the prohibition, and permits the Canal Company to bring coals to the extent of 50,000 tons per annum; they may traffic in coals to that extent, on condition of paying the Government duty, which is 9 *s.* 6¾ *d.*, and the duty of 1 *s.* 3 *d.* to the Corporation of London, and this was taken by the ton instead of by the chaldron. The Corporation of London had at that time 6 *d.* per chaldron, and 4 *d.* per chaldron, and 4 *d.* per chaldron, and 1 *d.*, in the place of the market, that is 1 *s.* 3 *d.* in the whole; and now I beg to direct attention again to the 1st and 2d William the Fourth. I have before mentioned that that Act defined that the London Bridge Approaches Fund should receive 8 *d.* per ton

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instead of 10*d.* per chaldron, and that is in clause 60. Clause 64, in the same Act, recites that "a duty of 1*s.* 3*d.* the ton is granted on coals, culm, and cinders, brought by the Grand Junction or Paddington Canals nearer to London than the stone or post at or near the north-west point in Grove Park, in the county of Hertford, payable to the proper officer of Customs, in lieu of the duty called Orphans' Duty." The fact was, that the officer of Customs, who collected for the Government, collected for the city by permission, which is specified in that Act. This clause, after providing that the duty shall be reduced to 1*s.* 1*d.* per ton, states, that that duty shall be paid by the Grand Junction Canal Company to the Corporation, in lieu of the Orphans' Fund, but says nothing about a portion of that payment being applicable to the London Bridge Approaches Fund. It gives them the payment absolutely, and I have taken counsel's opinion on it, and he confirms the opinion I had formed, that this receipt of duty is not mortgaged. That is a very important part of this case, to which I wish to draw particular attention. The coal duties of 6*d.* and 4*d.* on coals imported into the Port of London and the water of Thames, are mortgaged under the head London Bridge Approaches Fund, but this separate payment, specified in a separate clause of this Act as being demandable and receivable by the Corporation, with powers to secure the payment of it, is not enumerated in any of those Acts by which the mortgage of the various funds constituting the London Bridge Approaches Fund is defined; and the coals by railway come under the same category, unless any of them be delivered into the Port of London, or water of Thames.

292. Mr. *Miles.*] Do you charge the Corporation with the misapplication of this money?—My opinion is, that if the Corporation have paid this to Government, or a portion of this, they paid it in their own wrong, because it is not mortgaged to the London Bridge Approaches Fund. I do not charge them with misappropriation as against anybody else.

293. *Chairman.*] But as against themselves?—As against themselves in regard to that, if they have done so; I do not know whether they have or have not.

294. Mr. *Miles.*] Did the Act which you referred to previously, pass after the Act which you have just now quoted?—It did; this was the 1st & 2d William the Fourth.

295. Did not the one in some way cure the other?—No, the 1st & 2d William the Fourth does not appropriate the coal duties otherwise than as they are before appropriated by the 10th George the Fourth and 11th George the Fourth; it distinctly appropriates, in Clause 60, the duties of 6*d.* and 4*d.* per chaldron, after changing those two into 8*d.* per ton, by disposing of the money received under the one tax, in pursuance of that clause, to the London Bridge Approaches Fund, and only, in Clause 64, disposing of the other by leaving it payable to the Corporation of London.

296. It was understood from what you stated relative to the previous Act, and what you read, that there was a certain sum payable to Government, and a certain sum payable to the Corporation on the London Bridge Approaches Fund?—Originally so; and that applies to all coals brought into the port of London and water of Thames between Yantlet Creek and Staines. Those duties and the duties on inland coal not brought into the water of Thames are quite distinct things; they owe their origin to distinct Acts of Parliament.

297. *Chairman.*] Do you wish to prove to the Committee that all these Acts consecutively apply to the port and pool of London or water of Thames?—I do, as regards all Acts having reference to the London Bridge Approaches Fund, because the 1st and 2d William the Fourth does refer to the income which the Corporation are entitled to receive from the coals carried by the canal, and the 10th George the Fourth and the 11th George the Fourth make no mention of inland coal brought by canal. It admits that they are to receive it as they have done hitherto, but does not appropriate it to the London Bridge Approaches Fund.

298. Mr. *Miles.*] Do you conceive that as it has been applied to the London Bridge Approaches Fund, it has been misapplied?—That portion of it which has been so applied has been misapplied. I think it has been very well applied, but, in the legal sense, it has been misapplied. Now, from a return which has been applied for, I find that in the year 1831, 1st and 2d William the Fourth, the commerce on the Grand Junction Canal in coals brought south of the stone was only 6,764 tons, which, at 1*s.* 1*d.*, would be 366*l.*, therefore the thing was not of that magnitude to lead either of these great parties to direct attention to; it was a matter of so little consequence. Under those circumstances it has

passed

passed. I was going to remark that in the 1st and 2d William the Fourth, there is another very objectionable thing. The 43d and 44th George the Third, before referred to, empowered the Corporation to levy money for making a market, and the money so raised according to those Acts, was to be applicable to that purpose and no other. But, subsequently to that, they have made it applicable to a great number of purposes, and I consider that illustrative of their proceedings in a great many other cases. They say they have provided for their coal-meters out of it, and according to the evidence of Mr. Scott, which is new to me, the meters have received nearly 300,000 *l.*, and are still entitled to receive 7,000 *l.* a year for several years.

299. That is done under an Act of Parliament, is it not?—Under the 1st and 2d William the Fourth.

300. *Chairman.*] When you say "market there," do you allude to the coal-market?—Yes.

301. Mr. *Miles.*] What is your object in appearing before the Committee?—My object is to show how myself and others are affected by the operation of these Acts. I beg leave to say, independently of the two Acts I have mentioned before, viz., the 10th of George the Fourth, and the 11th of George the Fourth, there are nine other Acts, the titles of which would not give you the least idea of a tax on coals, and all of which lead to a continuation at any rate of the tax on coals that we in Hertfordshire, as well as other people, are obliged to pay to the Corporation of London.

302. In what way are you as an individual, together with others, prejudiced by those Acts?—I am prejudiced in this way, by a prolongation of the coal tax by Act of Parliament. For instance, in the year 1840, they discovered that this coal tax was so encumbered, that even at that time they passed an Act not to come into operation till 18 years afterwards, that is, until the year 1858, for prolonging the coal tax; so that it altogether involves a process of continuation.

303. *Chairman.*] State what that Act is?—The 3d & 4th Victoria, chapter 131.

304. Mr. *Miles.*] So that you are damnified, so far as that Act goes in this way, that what you have had reason to believe would be temporary, is now almost perpetual?—It is prolonged beyond my life.

305. That is the way in which you are damnified?—Yes.

306. Now proceed to another cause of complaint?—I think I might be allowed to suggest, that this course of legislation has gone on without any reference to the parties who are to suffer by it; it is not like a Canal Act or a Railway Act, by which all the results can be contemplated.

307. *Chairman.*] And due notice given to each party affected?—There is no notice in this case. I will just read the titles of the Acts. There is one Act for rebuilding the Royal Exchange, for which 150,000 *l.* was charged on the fund; that is 1st and 2d Victoria, chapter 100; then there is the 2d and 3d Victoria, chapter 80, for additional thoroughfares, and there is another charge upon the London Bridge Approaches Fund for that; then the 3d and 4th of Victoria, chapter 87, another Act for additional thoroughfares, and additional charges on the London Bridge Approaches Fund for that; then in the 3d and 4th of Victoria, chapter 112, you have the same thing over again; that is for a street to Clerkenwell; then there is in the year 1840 the 3d and 4th Victoria, chapter 131, and that is for a prolongation of the duties for years after the legal expiration of them in 1858.

308. Mr. *Miles.*] Although as an inhabitant and citizen of London, you would not yourself object to be taxed, yet living without the bounds of the city, you do object to be taxed for such improvements?—That is precisely the matter I want to make plain to the Committee.

309. Now proceed with another objection?—By the 4th Victoria, chapter 12, power to make a new street from Coventry-street to Long Acre is taken; then the next is 5th and 6th Victoria, chapter 101, London Bridge Approaches; then there is the 8th and 9th Victoria, chapter 178, for improving Westminster; then the 11th and 12th Victoria, chapter 124, for completing Improvements in Westminster; and 13th and 14th Victoria, chapter 103, further charges on the funds for carrying out the previous Acts. I think I make out, including the 10th and 11th George the Fourth, that there are 11 Acts which have led to the prolongation of the duties upon coal.

310. *Chairman.*] The next Act would be with regard to the direct line?—Yes; I would

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I would just remark also, that these Acts passed without any investigation; it is simply a charge on this fund, and there is no inquiry what the state of the fund is. It has also led to this, that the Commissioners of Woods and Forests have got powers to levy by some of these various Acts, as much as 665,000 *l.* already, and not one penny of this has been paid. It appears by an Act of Parliament which was introduced by the Chancellor of the Exchequer a few weeks back, that already the interest upon this has accrued up to 350,000 *l.* more; so that it is like a rolling snow-ball; and you do not know when there is a chance of getting out of this thing. There has not been a year of the reign of Victoria without some new charge coming upon this fund, and without anybody's attention being called to it; it has been a good milch cow, the city people began it, and the people at the west end, when they found the Corporation were getting various good things out of this London Bridge Approaches Fund, thought they would have a share too: that is the plain state of the case. I have now finished that branch of the subject. I beg next to call attention to the nature of the legislation on the subject of the duty on inland coals; I have before mentioned the Act of Parliament constituting the Grand Junction Canal Company, and the prohibition, and the subsequent arrangement by which they were empowered to bring in 50,000 tons of coals per annum upon the payment of the duty to Government, and the charge to the Corporation of London. The next opening for the supply of coals from the inland counties was by the Birmingham Railway. The Birmingham Railway Act is the 3d William Fourth, chapter 36, and that states, that there was a duty in the reign of his late Majesty George the Fourth.

311. Mr. *Miles.*] It applies the coal duties to that particular Act of Parliament?—Yes.

312. What metes and bounds, near the city of London, were given in that Act of Parliament?—It specifies "that the like duty per ton, as shall for the time being be payable to such person or persons as the said Mayor, Aldermen and Commons, in Common Council assembled, shall direct or appoint, or to the proper officer of the Customs (as the case may be), on coals, culm, and cinders, brought by the Grand Junction and Paddington Canals nearer to London than the said stone or post in Grove Park aforesaid, shall be paid in like manner on all coals, culm, and cinders, brought by the railway, hereby authorized to be made, nearer to London than a stone to be placed at the entrance to the tunnel intended to be made in the township of Cashio, in the parish of Watford." Here again is the same principle of legislation; you fix a mark; your canal and your railway may bring coals to that point and deliver them there, and then the law don't interfere with those companies any further; but if they pass that mark on their railway or their canal, they become liable to the duty by unloading coals nearer to London. What I want is, to let the people of the country carry on the commerce in coals in any way that suits their convenience without reference to boundary marks.

313. As far as distance from the city of London was concerned, was there any difference between the Grand Junction Canal Company and the London and North Western Company?—Allow me to state, as to that point, that a stone anciently fixed at Staines Bridge, and the stone at the north-western corner of Grove Park, and the stone on the Birmingham Railway, are very nearly at the same distance from the Post-office, that is 20 miles as you go by the road. But the stone originally fixed on the railway was rather nearer, for this reason, that if they had fixed it at exactly the same distance as on the canal, it would have been in the middle of the tunnel, near Watford, and that would have been no mark at all. At first the stone on the railway was fixed on the south side of the tunnel, and coals passing there become subject to the London duty.

314. So that what they had claimed previously as their privileges by water on the Grand Junction Canal, they now claim by railway on land?—Yes.

315. Mr. *Headlam.*] Is there anything to prevent a depôt being made just outside the limit of these 20 miles from London, and then to have the coal brought in by carts?—There was not previous to the Act 14 & 15 Victoria c. 146.

316. There is nothing in the Act to prevent the London and Birmingham Railway Company making a depôt of that description?—It expressly recites that it is done that they may be on an equal footing. I will not trouble you by going further through the Railway Acts. I have made a sketch of the country, embracing the area now rendered subject to taxation by the Act of 14 & 15 Vict. c. 146. Upon this map is exhibited the Grand Junction Canal, its junction with the

the Thames at Brentford, and its terminus at Paddington. There is also exhibited the line of the Great Western Railway to its terminus at Paddington ; the line of the London and North Western Railway to its terminus at Euston-square ; the Great Northern Railway to its terminus at King's Cross ; the Eastern Counties Railway, to which there are two considerable branches, one going northward to Cambridge, and the other towards Colchester and Harwich, and its termination at Shoreditch, and also other branches which communicate with the port of London. I should say that the London and North Western and the Great Northern have also branches which communicate with the port of London ; and it is an important consideration, that the Grand Junction Canal has the power to deliver coals, and does deliver coals, in the water of the Thames, and therefore into the port of London; and these all have the same power. I apprehend that all coals so delivered into the port of London, are, by the 2d and 3d of William the Fourth, liable to contribute to the London Bridge Approaches Fund; but coals not delivered into the port of London by the railway or canal are not so liable. On the south side of the River Thames there is the South Western Railway, the Brighton Railway, and the South Eastern Railway ; and they all terminate in the metropolis of course.

317. The *Chairman.*] At London Bridge ?—Yes, two at the same point, London Bridge, the South Western at Waterloo-road.

318. Mr. *Miles.*] If either of those railways to which you have called our attention delivered in the port of London, they would not be charged the tax on sea-borne coal delivered in the port of London, would they ?—They all pay the same at present, sea-borne and inland coal.

319. But you conceive that they would not be chargeable by any of these Acts for coals delivered by those railways ?—All coals that are brought within this magic circle, whether from the north, south, east, or west, whether they come from the sea, or whether they come from the land, are all chargeable with the duty to the Corporation of London.

320. In a previous answer of yours, you stated distinctly that you did not conceive that coals so delivered by railway and canal were chargeable, if they delivered in the port of London ?—I do not remember doing so.

321. *Chairman.*] Do you, by that portion of your statement, intend to say that coals coming by railroad which do not touch the water of the Thames, or the city of London, in your opinion, are not, according to those Acts, liable to contribute to the London Bridge Approaches Fund ?—Yes, I do.

322. Mr. *Miles.*] Why ?—For the reasons I have stated in my explanation of the view I took of the 1st and 2d William Fourth, and also from the rigid and accurate examination of the 10th and 11th George Fourth. Those are the Acts that constitute that fund, and I will refer afterwards to words even in the Acts of Victoria, which specify inland coals brought into the port of London. The words are "Any coals brought by canal or railway into the water of Thames, or the port of London," and I am doubtful whether "the port of London" would not include the city of London. I think that all coals which are brought in by this means into the water of the Thames, or the port or city of London, will be liable to have duty levied on them, and 8 *d.* part of that ought to be apportioned to the London Bridge Approaches Fund, but when they do not come into the port of London, although they pay to the Corporation, the Corporation are not bound to account for the duties so received to the London Bridge Approaches Fund, or to appropriate the money to the Approaches Fund.

323. If they come into the funds of the Corporation, and the Corporation has a right to them, the Corporation may do what they please with them ?—Clearly.

324. Sir *J. Walmsley.*] You do not question the right of the Corporation to do what they like with this fund within that magic circle ?—It is in vain to question an Act of Parliament.

325. *Chairman.*] But you object to the way in which these Acts were obtained, without due notice by the Corporation of the effect of them ?—I wish to point out how they were obtained. While this is a question of interest to railways on the north side of the Thames, because they have all of them communication with the inland coal-fields, it is a question of comparatively no interest to railways on the south side of the Thames. The railways on the north side of the Thames might have struggled for the permission, but they have not thought proper to contend for it.

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326. Mr. *Headlam.*] There being no provision of that kind as to the south of London, would it not have been worth while to have coals brought from the southern ports?—I think not; the expenses of the sea voyage would be too great.

327. Sir *J. Duke.*] Are there not stones on the railways on the south side of the Thames?—There are stones on all the railways; I take for granted there are, but I do not know it. I only know of my own knowledge about those on the north side.

328. Sir *J. Walmsley.*] You have spoken of certain Railway Acts giving the power to levy these tolls; do you mean to say, irrespective of those Railway Acts, the city of London had not the power to levy those tolls within that magic circle?—The power, in the first instance, was necessarily given by the Canal Act, because they had not the power before. The power was correspondent with the government tax. A tax on sea-borne coal is all the Corporation were previously entitled to. They had not the power, or the right, or the pretension to levy a tax on inland coals brought to London. They have their water of Thames, and their own charter, as they proved it in the Act of the 1st and 2d of William the 4th. That was their property; but now they want to cut off the people of this country from freedom of commerce in coals. The Corporation have been advocating free trade to the widest extent, and at the same time setting up an Act for protection.

329. *Chairman.*] Yantlet Creek is beyond that magic circle?—Yes, but as regards the water of Thames, and the port, it is perpetual.

330. Are you aware, Yantlet Creek being beyond that magic circle, whether a tax is levied as far as that, by those original Acts, or whether the city has contracted their circle?—I do not recollect with sufficient precision to answer the question.

331. Sir *J. Walmsley.*] Do you mean to say that the first Act by which the city of London claimed the payment of dues for the extended line, was obtained through the Act of Parliament of the Grand Junction Canal?—Yes.

332. And which power they have continued in each Railway Bill ever since?—Yes; they got them all separately, first.

333. What is the date of the Grand Junction Act?—The 33d of George the Third, 1793, but they did not bring any coals at first; they took a long time to form the canal. I think the canal was opened in 1801, and they almost immediately commenced, in defiance of that Act, to deliver coals in the immediate neighbourhood. They carried them to Harrow; but they did not venture into the Thames. This was questioned, of course, and they then got permission to bring to the extent of 50,000 tons per annum south of that stone, but chargeable with the duty to the Corporation of London, just the same as if they had come by the water of Thames, or to the port of London.

334. And to the Crown?—Yes.

335. Mr. *Miles.*] Looking at the increased facilities of access to London, do you not think that, as these facilities were opened, if the Corporation had not taken power in the Acts applied for by these different Companies to insert some such clause for the supply of inland coal, that it would have totally thrown over, or nearly so, the dues which they received from sea-borne coal?—I am quite convinced it would not, because I have made repeated experiments as to the value of the two sorts of coal, and it is in the proportion of 13 to 19. The inland coal produces less in power in the proportion of 13 to 19.

336. Still, are you aware, that in the case of the Great Northern Company, a considerable coal trade has sprung up?—Yes; but they bring better coals than those from the midland counties.

337. Are you aware of the difference between the price of Newcastle coal and the Great Northern coal?—I cannot say that I am able to answer that question.

338. If I find the difference to be this, that whereas I should have to pay 24*s.* a ton for Newcastle coals, and that I can for ready money obtain, delivered at my house in London, the Great Northern coal for 17*s.*; do not you think that unless some duty had been levied upon the Great Northern coal, that it must have had a very strong effect upon the sea-borne coal and the revenues of the city of London?—You are touching now upon questions which have been very much agitated in Parliament and elsewhere, as to Free Trade. People have not found the results of Free Trade so disastrous as was anticipated. I find no diminution to speak of, that has resulted yet from that competition. The importation of coal by sea in 1832 was 2,139,078 tons, and in 1851 it was 3,236,542 tons; in 1852, when

when there was a much keener competition by the coals brought by the Great Northern, and that is really the coal that has tried them, the quantity of sea-borne coal, culm, and cinders, was 3,330,428 tons.

339. State also the quantity of inland coals in those respective periods?—The inland coal in 1851 was 272,114 tons; and in 1852, 414,916 tons.

340. Proportionably, then, there is a greater increase on the inland coals than there is on the sea-borne coals?—Proportionably there is a greater increase; but at the same time there is an increase of rather more than 100,000 tons of sea-borne coals in 1852 over 1851.

341. How much more was there on canals and railroads?—The canals and railroads are about 414,000 against 272,000, being about 150,000 tons.

342. Now, do you not think, in such a trade as coal, if a tax had not been levied on that coal introduced by the Great Northern Company, that the supply would not have been larger, and would not that have had some effect in keeping the competition down?—I should think it would.

343. And consequently the competition would have been keener; and if it had been keener, of course if there had been no duty on the inland-borne coal, and a duty on sea-borne coal, taking it as a trading question, the consumption of the sea-borne coal would have been reduced, while that of the inland-borne coal would have been increased?—I do not know; the growth of the city on the north side is now so rapid and so large, that I think, in the course of a very short time the Great Northern Company will not be able to supply them.

344. Sir *J. Walmsley.*] Then to that extent of the increase, the people consuming coals would be injured?—Benefited.

345. They would be injured by the 1 *s.* 1 *d.* proposed increase?—There is no proposed increase; the increase is in operation.

346. You were asked whether there would not be a much greater increase in the quantity of inland coal brought to London, provided they had not to pay that 1 *s.* 1 *d.* per ton; then would not the people have been injured to that extent?—You mean the inland coal proprietors.

347. No, the consumer here, because there would be a greater quantity at a less price?—Yes, but that would not injure the consumer.

348. Sir *J. Duke.*] You have stated that the increase in the importation of sea-borne coal was 100,000 tons in 1851 and 1852?—Yes.

349. Was not that importation less than in 1845?—It was less.

350. What was the importation in 1845?—3,403,320 tons; in the year 1844 the importation of sea-borne coal was no more than 2,490,910 tons, and from some extraordinary cause, whether it was frost or what, I do not know, but in the year 1845 there was an increase of nearly one million of tons over 1844.

351. Do you remember the time when the drawback was given to coal going out of the port of London?—I am not aware of that.

352. Mr. *Masterman.*] You have been giving a good deal of evidence about the coal trade, are you in any way connected with that trade, or are you only pursuing the calling of a paper-maker?—I consume so much coal, that I have been led to obtain a great deal of information about it. I am in constant communication with my coal merchant in London.

353. You were asked whether you were in any way connected with the coal trade?—No, I am not; but I have paid 9,000 *l.* a year for coal sometimes, before now.

354. *Chairman.*] Do you appear before the Committee as a large consumer of coal?—Yes.

355. Sir *J. Duke.*] Will you also state what are the other years in which it is less; did it not drop in the year 1846 to 2,953,755 tons?—Yes, and it has gone on very uniformly since that; but it is a very large trade, and I understand now that the freights are exceedingly high, and that there is great difficulty in carrying on the trade.

356. Are you aware that the coal-owners of the north complained to Parliament and to the Corporation, and to everybody that they thought had any power, requiring them, in justice to the sea-borne coal, to take care that these stones were placed on the railways?—There is no doubt the Corporation and the coal-owners in the north acted together; their combined power would have stopped the respective Bills from passing, if they had not got the stones fixed there.

357. Mr. *Headlam.*] Do you know anything of it, of your own knowledge?—No.

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358. Mr. *Miles*.] Supposing the Acts of Parliament repealed, relative to the inland-borne coal, do you not think that that would have a most prejudicial effect upon the Customs now levied and taken for different purposes by the Corporation on sea-borne coal?—I can hardly say at present; I consider the consumption of sea-borne coal is exceedingly limited by the high prices of freight; I am paying three or four shillings a ton more now for sea-borne coal, than I have at other times; I use a great many of them still.

359. That does not in the same way affect the railways?—That does not affect the railways.

360. The consequence is, not only that you have an increased price on the coal, but an increased price in the freight of the sea-borne coal?—Yes.

361. But that is not the case, as far as the canal coal and the railway coal goes?—Of course they are not affected by the increase of maritime freights.

362. Does it not strike you, if the freights keep up, and you do away with the tax on the inland-borne coal, that it will be totally impracticable, as the railroads are all now reducing their fares, to collect the same revenue on the sea-borne coal as you do now, if you take away all the duty on the inland-borne coal?—I have no doubt you would not collect the same revenue, but you would collect very nearly the same revenue. The quantity of coals brought by railway is exceedingly limited in proportion to the sea-borne coal.

363. At present from the Welsh coal-fields, and from the Somersetshire coal-fields, and the Gloucestershire coal-fields, there is a very short supply to London?—There are plenty of means for carrying it.

364. They are not opened sufficiently yet; but at present there are open railroads and branches to all these coal-fields; do you not think then that the sea-borne coals will not only have the competition now of the Great Northern and the North Western coals, but that they will likewise have the competition of the South Wales coals and the Somersetshire coals?—I have reason to know, from being an auditor of the Great Western Company, that the charges for conveyance are so great, that I should not be apprehensive at all of the competition of Welsh coals or the inland coals brought to London by means of the railways. Immediately outside, at Maidenhead, they do not get coals from that country now.

365. *Chairman*.] With regard to your own county of Hertfordshire, is it not the fact at this moment, that such is the demand for coals that the Great Northern Railway cannot supply that county with what is required?—I cannot speak of my own knowledge as to that; I can say this, that I have in Hertfordshire, on the rivers Gade and Colne, five mills, within an interval of eight miles. Now at two of those mills, nearest to London, I never use any inland coals at all. It answers my purpose very much better to bring down sea-borne coals at all times, notwithstanding the duty, rather than to use these inland coals. At the middle mill of the five it is a matter of chance. Sometimes inland coals have the advantage, and sometimes sea-borne coals. But on the average, I have used at least an equal quantity of sea-borne coals at the middle mill. Sometimes I have carried them up to the further mills. The thing is brought to that balance by the inequality in the value of the coals, and the duty we pay on sea-borne coal is reimbursed to us by the superior value of the article.

366. Sir *J. Walmsley*.] Is the chief bulk of inland coal brought by the Great Northern and the London and North Western?—By far the chief part. In 1851 the London and North Western brought 110,163 tons; the Great Northern 111,976 tons; the Great Western, from the Radstock collieries and Wales, 25,152 tons; the South Eastern brought 5,319 tons; and the Eastern Counties brought 5,296 tons; and the canals, 24,206 tons.

367. Are all those coals which you have spoken of as coming by the Grand Junction, by the Great Northern, by the London and North Western, and by the Great Western, chiefly delivered at the north-west of London?—They are delivered at the north-west of London; and they are delivered for the consumption of the country. It is but a very small proportion of those coals which come to London, although the duty is levied upon the whole of them.

368. Is that district of London increasing very rapidly in population?—Very much indeed; they are building enormously upon it, and there is also a prodigious increase of inhabitants.

369. Can you tell us the difference of expense between delivering the coals by the Great Northern, or the North Western, or the Great Western, in that district of London, and the cost of bringing coals from the Pool to that district?—The

—The lowest freight that I have ever paid for coals carried from the Pool to my mill nearest to London, has been 4*s*. 3*d*. per ton.

370. Sir *J. Duke.*] Was that by railway?—No, by the Grand Junction Canal.

371. Sir *J. Walmsley.*] What is the cost of those that are delivered from the railways that we have spoken of?—I have never had any coal by the railways at all; I once had some peculiar coals down for gas-works, and that is all. I cannot speak about them.

372. *Chairman.*] Can you tell the expense of carrying coals from the river up to that portion of London where the Great Northern terminus is, at King's Cross?—I cannot tell you; I must beg leave to point out this, that I consider the inhabitants of the district just within the circle, are nearly as badly off with respect to the supply of coals, as the inhabitants of any portion of Great Britain. I will give you a proof of it. I live at Abbot's Langley; all the coals I use in my house I bring from London, because they are a more agreeable coal to use; I should not think of using any inland coal; but we are all in that situation, that it is a balance whether it is cheaper for us to have the expense of the carriage from the Pool down towards the margin of the circle, or whether it is cheaper to get the inland coal.

373. With regard to the circle, can you say whether any stones or any marks have been put on any of the turnpike roads in your district?—Yes.

374. I will just read the question that I put to Mr. Scott the other day, and you will then tell me whether you can give me any information. The question was, "As regards turnpike roads?" The answer is, "I do not think there were any stones placed on the turnpike roads;" can you give any information as to whether there were any marks on any of the roads in Hertfordshire?—Yes, I can. There is a mark on the turnpike road of the same distance from London as the mark on the railway and the mark on the canal, and all three of them are very near to my mill. There is a mark and a post which I have seen on the road from Two-Waters where coals are loaded to St. Alban's. St. Alban's is just within the distance, and there is a post set up on the road, and all coals passing that post have to pay the tax.

375. Can you state when those posts or marks were erected, owing to that Act?—They were erected last year, but I could not specify the exact time of the year.

376. Then the effect would be, supposing any wharf were established outside the area of taxation, for the purpose of conveying coals, and landing coals, placing them in carts and carrying them within the area, that practically could not be done without the city tax being levied on the roads, the same as it is on the railway?—Certainly. I was going over to St. Alban's on Saturday last to the quarter sessions, and I made particular inquiries of the waggoners on the road, and they said the people on the wharf charged them with the duty, knowing that they had to pass the post, and that they accounted for it to the Corporation, and that the Corporation forced them to do it, and said, "You shall not have the drawback unless you do it."

377. Can you state whether those stones were fixed by the surveyor of the roads?—They are fixed according to the Act of Parliament.

378. By whom?—I will just read it to you.

379. Can you tell who actually was appointed to fix those stones?—I know the surveyor of the roads met the engineer of the Corporation; that the point was fixed upon, and the Corporation fixed them. The turnpike road was a new thing altogether about the stones.

380. That did not exist previously to the Act?—No, the commerce of the country in coal was perfectly free before that.

381. Turn to the clause of the Act, and see whether the words "Turnpike roads" is in it?—Yes. The Act of the 14th and 15th Victoria, chapter 146, section 18, states, "That every surveyor of highways, any portion of whose district shall be within the London district, shall within 30 days after having been required so to do by the Mayor, Aldermen, and Commons, agree and determine in conjunction, or at his option appoint some engineer or surveyor to agree and determine, in conjunction with an engineer or surveyor to be appointed by the Mayor, Aldermen, and Commons, the point on any turnpike road, or public highway within his district which shall be distant 20 miles from the General Post-office; and in case such surveyor of highways, or the engineer or surveyor appointed by

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him, and the engineer or surveyor to be appointed by the Mayor, Aldermen, and Commons, shall be unable to agree, as to the situation of such point, they shall appoint some other engineer or surveyor as arbitrator, to determine the situation thereof, and when and as such point shall have been so determined, the Mayor, Aldermen, and Commons shall, at their own expense, place or erect at such point, a boundary stone, or some other permanent mark, and such boundary stone, or other mark, when so placed or erected as aforesaid, shall for ever thereafter be deemed and taken to be correctly placed or erected at the distance of 20 miles from the General Post-office, and shall be and be deemed to be the commencement or termination, as the case may be, of the London district."

381*. To your own knowledge are there any bye lanes where these marks are not put up, and where it would be possible to bring in coals?—There are some, but everybody passing within the distance, whether there is a mark or not, is liable to the payment of the duty, and to a penalty of 100 *l.* if they fail in doing it.

382. Are you aware of any instance of the penalty having been enforced?—No; but I am aware of this, that I claim a right of landing coals on my own land outside the new marginal distance, and of conveying them on my own land from the place where they are landed to my mill, for consumption, which is a distance of about 120 yards. The line happened to fall between those two points, and I wrote a letter to the Corporation to say that I claimed the right to do so on my own land; they requested an interview, and I sent my solicitor to represent me. He had an interview with the Coal and Corn Committee, who were very polite to him; but they told him they would refuse me permission to do so. I stated that I would not receive anything as a favour from them; but they stated, moreover, that supposing I had to convey coals by barge from London past the stone, and land them there outside the circle, they knowing that I intended to use them at my mill, would not allow me to receive the drawback.

383. When you landed those coals, and carried them across on your own land, within the circle of the Corporation's taxation, did you carry them along any highway or turnpike-road?—No road at all.

384. Did the Corporation exact from you the tax for conveying those coals?—They refused me the drawback, which is the same thing.

385. Were they sea-borne coals from London?—Yes; I pay a tax on the country coal; at least, other people pay it for me; the pit pays it.

386. Did this sea-borne coal go beyond the circle?—Yes; they went beyond the circle, beyond the stone.

387. And you there unloaded them?—Yes; but they were used within the circle.

388. And they would not grant you the drawback although they were carried beyond the circle?—No; I would have tried it in an action with them, but they are the judges in their own case, by this Act. I never saw such an Act in my life. Poor ignorant people have all these certificates to look to, and to give notice as to the removing of coals; and, moreover, there is this in it, if you carry a quarter of a ton of coal by a donkey-cart, as I have seen it carried to St. Albans, they are made to pay the duty on that; but if you want to get the drawback, you cannot claim it unless you are carrying 20 tons.

389. You were in the room the last time the Committee met, and saw the map produced by the Corporation?—Yes.

390. Do you reside in that portion of the circle which has been according to that map lately included by the Act?—I have a separate place of residence. I live without the circle.

391. But you carry on business within the circle?—I have three mills within the circle.

392. That were not taxed previously?—Two which were liable to the coal-tax, one which previous to the Act 14 & 15 Vict., was not subject to the tax on inland coals. I wish to call attention to the portion of the Corporation map which is coloured, and which is on the north side and the west side of the circle. It extends up to Saffron Walden; and I should wish to point out the monstrous absurdity of claiming that as a right of taxation, and claiming any advantage given to that portion of the country, by the change made in the Act in the year 1851. The reason of that Act passing was, that by the Great Northern Railway and by the branches of the Eastern Counties, all this north-western populous district had been fully supplied with coals. That was the reason of their being absolved from the payment of the duty on sea-borne coals. The Great Northern came

came and supplied them with coals at a cheaper rate; therefore it put an end to the conveyance of coal from London, unless people like myself, would have the sea coal as a luxury On the western side of London they were getting up coals in small quantities from Radstock, and they supplied the neighbourhood about Maidenhead. The Corporation would not have done this of their own accord; but the coal-owners of the north applied to them to release sea-borne coals from the duty on passing inland out of the circle, pointing out that their country trade in coals would be very much diminished, if not destroyed, provided they had to pay the duty. I beg to point out that a great deal of the sea-borne coal is consumed throughout this northern part of the circle; but there is no reason why those people should not be supplied with coal from the inland coal-fields. I cannot conceive what monopoly the Corporation of the city of London is entitled to upon that. The Charter gives them the water of Thames and the port of London, and they fortuitously have the supply of all the district within the magic circle with sea-borne coals.

393. Your mills are situated on that part of the map which is not coloured blue, but which is within the circle?—No, my mills are some of them within the part coloured blue. I have two mills without the circle, and three within it.

394. Are those three that are within the circle outside what is painted blue on the map, or not?—One of them is outside the part painted blue.

395. Then that has now come into the area of taxation since that Act, for the first time?—Yes, but there is a great deal more brought into the taxation besides that, because by the Excise clauses, they now follow carts and waggons in all directions. And previously to this Act, when the coals were landed from the wharf, or delivered from the railway at the wharf, there was an end of it; but now you cannot take half a ton of coals in any direction within the circle without being liable to the duty; previously to that, they used to take the coals within the circle many miles. It is the most complete principle of taxation that can be conceived.

396. It is either on the railways, the canals, the turnpike roads, or the bye roads?—Now you cannot, if this Act, 14 & 15 Victoria, be acted upon.

397. Or even on your own land?—No.

398. Mr. *Lowe.*] You say that on the turnpike roads, before this Act, you could move them?—Yes.

399. And go across the circle?—Yes.

400. And that this Act has stopped up one avenue which was open before?—Almost all the avenues that were open before.

401. *Chairman.*] Although the city might claim that they had the power of taxation within that area, the fact was, that there was no mark on the turnpike roads till that Act passed?—No; there was an Act which preceded this one, on which this is founded. The original Acts were the Acts of the canals and the railways, and there they got the power to fix the stone. There was no other impediment to commerce in coals but that. Then they got, very artfully, in 1845, another Act of the 8th and 9th Victoria, chapter 101, and in that Act, for the first time, they got those words introduced, the effect of which nobody noticed, and which were never acted upon. The thing was totally dormant; but they got these words, that they must not import "within the cities of London and Westminster, and the borough of Southwark, or to any place within the distance of 20 miles from the General Post-office in the city of London, by any railway already constructed, or hereafter to be constructed, or by inland navigation, or by any other mode of conveyance." Nobody adverted to those words at the time. They were a *caput mortuum.* They had no effect. People carried their coals in spite of this just as before; but now they have got stringent clauses, and if you infringe on this Act you are liable to 100*l.* penalty.

402. By that Act, in point of fact, for the first time coals could be charged on turnpike-roads, or bye-roads, or a man's own land?—Yes, and the Act that mentions them prescribes the right of putting up the stone or post anywhere.

403. Mr. *Miles.*] In the first Act of 1845, there are the comprehensive words, "or by any other means;" but by that there were no penalties attached?—Yes.

404. That was followed by the Act of 1851, by which penalties were attached?—Yes.

405. *Chairman.*] And it put marks?—Yes.

406. Could it be done as there were no marks, and consequently the limits on the turnpike roads could not be pointed out?—There were stones or posts put

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up on the turnpike roads to denote the range of the tax after the Act 14 & 15 Vict., but not before.

407. But they would not be on the bye roads?—Yes; there is now a mark on the road from Two-Waters to St. Alban's, which is a bye-road.

408. Mr. *Miles.*] Then what you wish to bring before this Committee is, that an Act should be passed repealing the Acts of 1845 and 1851 as regards roads, and that as before 1845 you could convey your coals as you pleased within the magic circle, on roads and bye-roads, and on your own ground; but as the Act of 1845 gave a power to the Corporation over other conveyances, except canals and railroads, and subsequently by the Act of 1851 gave penalties to attach to those who conveyed them in any way whatever; what you wish is, that you should have the power of conveying coals over turnpike-roads, bye-roads, and your own ground?—I am not satisfied with that; the Act of 1851 enlarged the area of taxation immensely; it carried it two miles further on each side of London. This imaginary blue haze over the map, has nothing to do with the question at issue at all.

409. Mr. *Lowe.*] What would satisfy you?—It would satisfy me if the inland coals were allowed to pass; we will say they might be made to pay at the last terminus, if the port of London should include the Bills of Mortality; but the commerce of coal, independent of that, should be free in all respects. It is a most injurious thing to the country, and this last Act is the most offensive thing that ever passed any Parliament.

410. Mr. *Miles.*] In previous answers you have stated, that in comparison to the sea-borne coal, the inland coal is so worthless, that actually notwithstanding the distance, the sea-borne coal would be used in preference to the inland?—No; I stated that at my two paper-mills farthest from London, I generally used the inland coal. I should use it at the middle one, if I could have it without paying this duty.

411. But, laying aside your own particular trade and occupation, and taking the whole consumption of the country, do you not think, if the inland duties were repealed, that the consequence would be, that within that magic circle, almost within five miles of London, the inland coals would be used instead of the sea-borne coals?—No.

412. Then what benefit would the community derive from the repeal of that Act?—You have there taken the central five miles, which gives you a certain area, but the other 15 miles gives you an infinitely larger area. I think the whole of that portion would be benefited by the repeal of the Act. I live, and my mills are situated close to the Grand Junction Canal. I have peculiar advantages for getting coals; but other parties are supplied by railways, who would have great advantages in getting coals if they could have them without paying the duty upon them.

413. You think that the exterior of the circumference, taking the country generally, would be greatly benefited by being enabled to use freely inland-borne coal without paying duty?—Yes.

414. Do you not think, if that were the case, that the commerce of sea-borne coal would be very much reduced in the port of London?—I beg leave to say, upon full consideration of the subject, that I do not.

415. Do you know Watford?—Perfectly well.

416. One of the questions put to Mr. Scott was, "There are one or two places as to which, in consequence of that Act, the area was limited." The answer was, "To the north we extended 10 or 15 miles to Watford." Can you state whether, knowing Watford well, in consequence of that Act, the area of the taxation has been limited in the neighbourhood of Watford?—It has been extended enormously.

417. Then the evidence, as to its being limited 10 or 15 miles from Watford is erroneous?—That was a Jesuitical sort of answer. The great consumption in that part would be inland coal, and they would be compelled to pay the tax. I always use the Wallsend coals; as far as my consumption in my own house goes, I may be benefited by that Act, so far as I obtain drawback on my coals for domestic purposes, but the great consumption of the poor of the country about there, is inland coal; and they have a very large tax inflicted upon them. There is one other thing which I should wish to remark, which is, the extraordinary decrease of wood fuel that has taken place throughout the country. There is a great increase in the population, and a great diminution in the supply

of

of wood fuel, from the changes in the system of farming, doing away with hedges and cutting down timber throughout cultivated land, which renders every cottage under the necessity of obtaining coal fuel; therefore the tax on the inland coal is to them a matter of great importance. *J. Dickinson*, Esq. 28 April 1853.

418. Can you state what the effect of the city having taken off the drawback on coal, has been in the neigbourhood of Watford; beyond Watford; beyond the magic circle; has the consumption of sea-borne coal increased?—I am unable to answer that question entirely; in my own person I could not get the drawback; therefore I have no personal experience of it. All the railways on the south side of London take very little interest in this matter; therefore we should have no help from them. I ought to call attention to the words, "in a direct line," which have the effect of extending it two miles. All the stones set up by the canal and railway companies have been removed two miles further from London than they were before.

419. Mr. *Vernon.*] When were they removed?—Last year.

420. *Chairman.*] Then the effect of that Act has been to extend the area of taxation two miles further?—Yes; to increase the diameter of the circle four miles.

421. In all directions?—In all directions, except perhaps on the Thames, below Gravesend.

Jovis, 5° die Maii, 1853.

MEMBERS PRESENT.

Sir J. Shelley.	Mr. Miles.
Lord Robert Grosvenor.	Mr. Alderman Cubitt.
Mr. Masterman.	Sir Henry Meux.
Mr. Ewart.	Mr. Vernon.

SIR JOHN SHELLEY, IN THE CHAIR.

John Dickinson, Esq., called in; and further Examined.

422. *Chairman.*] HAVE you some papers which you wish to put in?—Yes; the title of this paper is, "The following is a list of towns and villages in the neighbourhood of London, the inhabitants of which are subject, to the tax of one shilling and one penny for the benefit of the Corporation for every ton of coals they consume, whether brought through the port of London, or from any other place whatsoever."—(Mr. *Tyrrell.*) I would wish to object to that return as being inaccurate; the Corporation of London are only benefited in 4 *d.* out of the 1 *s.* 1 *d.*—(Mr. *Dickinson.*) I beg leave to say on that subject, that the parties named in the Acts for receiving those sums are in every case the Corporation of London. What they have to do with it afterwards is another question; for they are the primary recipients of the tax. I have another paper, which is, "The Acts of Parliament promoted and obtained by the Corporation of London," as per following list, 17 in number, have all of them the effect of either increasing, or extending, or prolonging the tax on coals over a large area of country, for the benefit of the Corporation of London, without such a purpose being designated, or even alluded to in the titles of the respective Acts. The same purpose of the Corporation has been carried out by the interference of the Corporation and the coalowners of the north of England in the Grand Junction Canal Act, and the various Acts for railways approaching London from the northward, and the question of the right and justice of taxing one part of the community for the benefit of another has been thereby eluded: I beg to refer to the 47th George the Third, chapter 68; entitled, an Act for repealing the several Acts for regulating the vend and delivery of coals within the cities of London and Westminster, and liberties thereof, and in certain parts of the counties of Middlesex, Surrey, Kent, and Essex, and for making better provision for the same. This Act is almost exclusively confined to the purpose stated in the preamble; but it commences *J. Dickinson*, Esq. 5 May 1853. *Vide* Appendix.

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the system of applying the market penny to other purposes, and repeals 43d & 44th George the Third, which has the effect of imposing a new tax, or rather converting a temporary into a permanent tax: 10th George the Fourth, chapter 136; an Act for improving the Approaches to London Bridge: 11th George the Fourth, chapter 64; an Act to make further provision for defraying the expenses for making the Approaches to London Bridge and the removal of Fleet Market: 1st & 2d William the Fourth, chapter 76; an Act for regulating the vend and delivery of coals in the cities of London and Westminster, and in certain places in the counties of Middlesex, Surrey, Kent, Essex, Hertfordshire, Buckinghamshire, and Berkshire: 1st & 2d Victoria, chapter 101; an Act to continue for seven years an Act for regulating the vend and delivery of coals in London and Westminster, and in certain parts of the adjacent counties: 2d & 3d Victoria, chapter 80; an Act to empower the Commissioners of Her Majesty's Woods and Forests, Land Revenues, Works, and Buildings to raise a sum of money for making additional thoroughfares in the metropolis: 3d & 4th Victoria, chapter 87; an Act to enable Her Majesty's Commissioners of Woods, Forests, Land Revenues, Works and Buildings, to make additional Thoroughfares in the Metropolis: 3d & 4th Victoria, chapter 112; an Act for opening a street to Clerkenwell Green, in the county of Middlesex, in continuance of the new street from Farringdon-street, in the city of London: 4th Victoria, chapter 12; an Act to enable Her Majesty's Commissioners of Woods to make a new street from Coventry-street, Piccadilly, to Long Acre, and for other improvements in the Metropolis: 4th & 5th Victoria, chapter 40; an Act to empower the Commissioners of Her Majesty's Woods to raise money for certain improvements in the metropolis on the security of the Land Revenues of the Crown within the county of Middlesex and city of London: 5th & 6th Victoria, chapter 64; an Act for regulating the priorities of monies authorised to be charged on a fund called 'The London Bridge Approaches Fund:' 5th & 6th Victoria, chapter 101; an Act for further extending the Approaches to London Bridge, and the avenues adjoining the Royal Exchange, in the city of London, and for amending the Acts relating thereto respectively, and for raising a sum of money towards opening a street to Clerkenwell Green, in the county of Middlesex, in continuation of the new street from Farringdon-street, in the city of London: 8th & 9th Victoria, chapter 101; an Act to continue until 5th July 1862, the Acts for regulating the vend and delivery of coals in London and Westminster, and in certain parts of the adjacent counties, and to alter and amend the said Acts: 8th & 9th Victoria, chapter 178; an Act for improving parts of the city of Westminster: 11th & 12th Victoria, chapter 124; an Act to amend an Act of the last session for varying the priorities of the charges made on 'The London Bridge Approaches Fund,' and to facilitate the completion of certain improvements in the city of Westminster: 13th & 14th Victoria, chapter 103; an Act to authorise further charges on 'The London Bridge Approaches Fund' for the completion of certain improvements in the metropolis: 14th & 15th Victoria, chapter 146; an Act to amend the Acts relating to the vend and delivery of coals in London and Westminster, and in certain parts of the adjacent counties, and to allow a drawback on coals conveyed beyond certain limits."

423. And with regard to the other Acts?—The titles of those Acts are so drawn that it is impossible the Legislature should be led by the title of the Act to a comprehension of the purpose for which the Act is framed. That is an alteration of the duty on coals in some way or other. The titles are "to regulate the vend and delivery of coals."

424. Do you understand the way in which business is conducted in the House of Commons?—Yes, in a general way, I do.

425. Do you understand that every Bill goes before a Select Committee, of the description of those you refer to, where London takes the power of imposing tolls on coals?—I apprehend it does.

426. Are you aware that a Select Committee goes through every clause of the Bill?—I really am not aware of it. They may put them one after the other; but I fancy very few Members do take much trouble in examining Bills.

427. Mr. *Ewart.*] Then you do not know what the course is upon Select Committees?—No.

428. *Chairman.*] Did you not intend to suggest in your evidence that in the case of a Railway Bill, or any Bill of that kind, due notice was given to all parties affected by that Bill; but as regards these Acts, with reference to the coal tax, no notices

notices were delivered to persons who were affected by it?—Yes, and the title of the Act does not lead you to expect an additional tax on coals.

429. Mr. *Miles.*] You said that the Legislature was not cognizant; did you not mean the public?—I meant both. I think if this had been brought before the Government in this shape, "to extend the area of taxation on coals, for the benefit of the Corporation of London, in any existing district," such an Act would not have passed through the Legislature.

430. Then that goes upon the supposition that the Legislature is not cognizant of its own acts?—Entirely so.

431. *Chairman.*] Do you mean that not only the Legislature, but the public affected by those Acts have not sufficient notice given to them?—They have no notice at all.

432. Mr. *Ewart.*] Do you mean, that if there was a question of individual grievance, the individual affected would be there to watch after his own interest; but where a matter of more general interest is concerned, there is no individual whatever who would act on the part of the public?—Yes, I would like to say that, with this explanation, particularly with reference to the last Coal Act, which I have here. The last Coal Act is entitled "An Act to amend the Acts relating to the vend and delivery of coals in London and Westminster, and in certain parts of the adjacent counties, and to allow a drawback on coals conveyed beyond certain limits;" that is all which that Act expresses. It does not say a word about the imposing of a tax which we were not liable to before. There is nothing about taxing my mill with perhaps 100 *l.* a year. I had no notice of it; I could not have conceived it. It rather carries the notion of some benefit derivable to that district by drawback on coals. And this vend and delivery has been the title of various Acts of this kind.

433. *Chairman.*] Do you not consider that some benefit has accrued to the consumers of coals in the country by that drawback being allowed?—Those who live beyond that terminal line, in some cases, may have derived a benefit from it. The coalowners in the North of England found themselves cut off from the supply of that district by the supply afforded to it by the Great Northern and the Eastern Counties Railways, and encouraged the Corporation to procure or permit the drawback in order to save a branch of their trade. Formerly, those who chose to consume the expensive coals had to pay the port duty of London, and the Great Northern now supplies the district with very good coals; and until you approach that terminal line those coals can be carried and delivered in any part of the country without being subject to the duty.

434. Mr. Alderman *Cubitt.*] Are you aware whether any large sum of money has been allowed as drawback?—No; but I should apprehend, with regard to inland coals, there cannot have been a very large sum in the way of drawback.

435. But upon sea-borne coal?—Sea-borne coal is exported from the port of London.

436. Going beyond that circle of 20 miles?—Yes. I am not aware that there is any considerable amount of drawback. I do not know whether any return furnishes that.

437. You are not aware that much has been allowed?—No, I am not.

438. *Chairman.*] You have given some evidence with reference to the proceedings in the House of Commons; are you aware that the present system of passing Railway Bills before the House of Commons is very different, and that alterations have taken place, to what existed at the time of passing those Acts?—I can only say that I have had notices for the most trifling intrusions upon my property, and of this I have had no notice at all. I beg leave to remark another thing; here are 17 Acts which have reference to a tax on coals; intermediately, there is the 3d & 4th Victoria, chapter 131; this passed on the 11th of August 1840, and the title of this Act is, "An Act to continue for four years, from the 5th day of July 1858, the duties now levied on coals and wines imported into the port of London." Now, I beg to point the attention of the Committee to the fact that this duty is confined to wine and coals imported into the port of London; therefore, there was nothing in this to direct the attention of the people of Hertfordshire to the coal duties in any way, and there has not been anything since the 1st & 2d of William the Fourth; and that is only called "a Bill for the vend and delivery of coals."

Mr. *Benjamin Scott*, called in; and Examined.

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439. *Chairman.*] WERE you in the room at the last meeting of the Committee, and did you hear the evidence given by Mr. Dickinson?—I did.

440. Are there any observations you wish to make upon that evidence?—I have been requested by the gentlemen who represent the Corporation here to state some important points upon which we wish to correct his evidence. The first point is this: Mr. Dickinson, in quoting the charter which is recited in the 1st & 2d of William the Fourth, read so much of the charter as would lead the Committee to believe that the duty was a grant from King James of 4 *d.* per ton. It will be necessary for me to read a few words at the commencement of the charter, to show that it was a confirmation of a prescriptive toll. Mr. Dickinson's evidence commenced low down in the charter; it reads as follows: "And whereas by a charter of his Majesty King James the First, bearing date the twentieth day of August, in the third year of his reign, after reciting that the Mayor and Commonalty and Citizens of the city of London, from all the time whereof the memory of man was not to the contrary, had had and exercised, and ought and had been accustomed to have and exercise the office of Bailiff and the conservancy of the water of Thames." And further down in the charter it says, "that the same Mayor and Commonalty and Citizens, from all time aforesaid, had had and exercised, and ought and had been accustomed to have and exercise the office of Measurer, and the measuring of all and singular coals." I wish to point out to the Committee that it is a prescriptive right which the Corporation exercises, and not any grant from King James. It is different in that respect from the grant which the Richmond family had from the Stuarts, and which Parliament commuted by purchasing the grant; that being granted by the Royal Family, this being a prescriptive right, confirmed by James the First.

441. Is there nothing previous to that Act in any way to prove that prescriptive right?—Yes; we have evidence that we can bring forward to show that that has been exercised from very ancient times indeed.

442. What question in Mr. Dickinson's evidence do you refer to?—To question 285. He states that he finds the origin of the London Coal Tax, meaning the City's 4 *d.*, in the charter of James the First. My evidence is, that it is a prescriptive right exercised long before that period, and confirmed in that and other charters. I do not in any way wish to say anything that would lead the Committee to suppose that Mr. Dickinson misrepresented the matter intentionally. Mr. Dickinson is a very highly respectable inhabitant of the city of London, but he very naturally fell into the error of confounding the City's 4 *d.* with the additional 4 *d.* that was laid on in the reign of William and Mary, and which is called, in that Act, "additional metage." The City's 4 *d.* was a prescriptive toll, confirmed in the reign of James the First. The 4 *d.* which was applied to the Orphans' Fund was created in the reign of William and Mary; and the duties being the same in amount, Mr. Dickinson very naturally confounded them. At page 8 of the Act 5th & 6th William and Mary, there is the imposition of the 4 *d.* additional metage: "And for a further increase of the said fund, be it enacted by the authority aforesaid, that for all sorts of coals which shall be imported or brought into the port of the said city of London, or the river of Thames, within the liberty of the said City, upon the same river, to be sold by the chaldron or ton, there shall be paid, by way of imposition thereupon, according to the rates and duties hereinafter mentioned, (that is to say,) for all such sort of coals or culm as are usually sold by the chaldron, for every chaldron thereof which shall be imported from and after the said four and twentieth day of June, One thousand Six hundred Ninety-four, the sum of fourpence metage for ever, *over and above what is now lawfully paid for the metage thereof*, which said sum shall be paid in like manner as the present duty for metage is or hath been accustomed to be paid, and from time to time be paid the said Mayor, Commonalty, and Citizens of the said City, by the officer and officers receiving the said metage."

443. You say, "recognising our metage"?—Recognising the existing metage, the prescriptive metage confirmed by the charter of James the First; and the Act of the 5th & 6th of William and Mary creates another 4 *d.* over and above the metage.

444. Then the original 4 *d.*, which the Corporation had by prescriptive right, was called metage?—Yes. This is called "additional metage," and is so called by the Acts of Parliament; and that grant is for ever, and has continued ever since.

445. The

445. The second 4 *d.* has reference to the Orphans' Fund?—That has never been continued by any Act of Parliament since. That is still in existence, now applied to the purposes of the Woods and Forests.

446. That Act applies the 4 *d.* to a fund that no longer exists?—The Orphan Fund continued till the London Bridge Approaches Fund; so that it is now paid over to the Woods and Forests, as part of their 8 *d.* It was part of the 10 *d.* a chaldron; it is now part of the 8 *d.* a ton.

447. How do you show that that 4 *d.* is now paid over to the Office of Works?—In the accounts we have put in, it will be seen that the 8 *d.* a ton is carried to their credit, to pay off advances made upon the credit of the Woods and Forests revenue.

448. You are now alluding to the 4 *d.*?—The Act goes on to put on another 6 *d.* for fifty years.

449. That same Act?—Yes, the next clause; the 4 *d.* and 6 *d.* made 10 *d.* a chaldron, which is commuted for 8 *d.* a ton for the London Bridge Approaches Fund. These matters are rather intricate, and it is necessary that I should explain them. Then I would say that the Corporation have abundant evidence from books of that date, showing that their 4 *d.* was received as 4 *d.* Some of these books were brought before the Committee in 1830, when Mr. Henry Brougham was on the Committee; and he required legal proof of our right. The books of 1664 and other early dates were then produced, to show that thirty years before the additional metage was laid on in the reign of William and Mary, the corporation received 4 *d.* metage for the measuring of coals.

450. When did that Committee report?—In 1830. I can turn to the evidence, if the Committee wish it.

451. Mr. *Ewart.*] Did they recognise the legal right of the City?—They admitted it most fully, as I have already given evidence of. The Committee was adjourned for the purpose of producing evidence which would be satisfactory to the present Lord Brougham. It is in the Minutes of Evidence in 1830, page 332. There are other books which could be produced in addition; but the proof was considered sufficient at that time. Then with respect to the Orphans' Fund there was some question put, both to myself and Mr. Dickinson, from which the Corporation committee gathered that some doubt existed in your mind as to whether the money had been applied to the payment of the Orphans. I was asked whether the money had been applied, and whether we could produce evidence of it. The accounts are very voluminous. They can be produced if needed; but I think I could satisfy the Committee on that point without troubling them with those accounts. I was asked whether the money was really paid to the Orphans, or other creditors of the Corporation, under that Act. I stated that the whole had been paid to the amount of 750,000 *l.* and interest. The Committee of the Corporation thought it better that I should put in an extract from the report of the last Select Committee which sat on that subject in 1812. The extract is to this effect: The Committee are "nevertheless satisfied from the documents laid before them that every judicious attention, and every principle of economy, had been applied by the corporation of London, that was consistent with the attainment of the great public objects with the execution of which they were entrusted. They also think it incumbent on them to declare, that having had occasion to inspect the various and complicated accounts which the management of so extensive a concern indispensably requires, and which were produced with a laudable readiness, it appears after full investigation, that all the details, both of the receipt and of the expenditure, are kept with an accuracy, and checked with a vigilance, which reflects honour upon all who have any part in the superintendence of this fund." That was in 1812; the whole of those accounts being public funds were audited by the Commissioners for Auditing Public Accounts. I produce their final discharge. This is a copy of the last account which I can put in.

452. Mr. *Miles.*] What is the date?—8th March 1836. The certificate of the Commissioners is this: "We, the Commissioners for Auditing the Public Accounts, appointed by virtue of the Act, hereby certify that this account was audited by us on the 29th of January 1836, pursuant to the provisions of an Act, the 5th & 6th of William and Mary, chapter 10, section 15, as witness our hand, this 8th day of March 1836, *F. S. Larpent, H. F. Luttrell, J. Osborn.*" The account was up to 1832, and the whole balance was accounted for in 1834.

453. *Chairman.*] Does that wind up the Orphans' Fund altogether?—Yes.

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454. And from that moment it became the London Bridge Approaches?—Yes; the account closed in 1832. Certain ground rents and other matters remained to be sold, which were all wound up and accounted for in 1834, the balance being carried to the London Bridge Approaches Fund. It is unnecessary for me to remark on the different Acts of Parliament; but I would merely say that all these of Acts of Parliament were not procured by the corporation of London, as Mr. Dickinson rather led the Committee to suppose. The most important of them, the 10th of George the Fourth, which levied a million of money; the 11th of George the Fourth; the 1st & 2d of William the Fourth, which commuted the duties; the 8th & 9th of Victoria, which is the Act of 1845, which fixed the boundary of twenty miles; the 14th & 15th of Victoria, which passed in 1851, which is the inland drawback Act, were all of them referred to Select Committees.

455. Who brought in the Bills?—They were all referred to Select Committees; so that there was inquiry previously to their being passed.

456. Mr. *Ewart.*] Not private Bill Committees?—No, those were all referred to Select Committees appointed by the Standing Orders of the House. The Standing Orders in all cases were complied with, of course, which applied to any matters of taxation. With respect to publicity in levying a tax, it is never the practice of Parliament to give individuals notice; it is impossible to give three millions of people notice, except by public advertisement. On taking a man's land, if it is ever so small a portion, he must have personal notice; but the rule has been by Parliament to require public advertisement in all cases, and this was attended to, especially in the case of the Act now under consideration of 1851. All the notices were advertised in all the London morning and evening papers, and the Hertfordshire papers, and the other counties that were affected, Middlesex, Kent, Surrey, Essex and Hertfordshire.

457. Mr. *Miles.*] Did the notices fully state for what you were about to apply?—Yes.

458. Have you a copy of the notices?—They can be produced.

459. *Chairman.*] Did they point out that which has been given in evidence, that the posts and stones were placed on turnpike roads by that Act for the first time?—The notices would state generally the object of the Bill, and the notices stated that a duty would be imposed on certain places, because it might have that effect in some districts.

460. Were those notices sufficient to inform the residents in the district of Hertfordshire, that all coals brought over that line would also be liable to taxation?—I cannot say; it would depend on whether parties read the notice. I will say in every case where there has been an extension of duty, these matters must have been brought before a Committee of the whole House; and every person connected with the trade has known them, as the repeated deputations we have had during the progress of these Acts will show.

461. Lord *R. Grosvenor.*] For the purpose of objecting?—In very many cases to object to points, and in very many cases to forward and promote the Bills. The Act of 1851 was promoted by the coal trade.

462. Did that relate to the drawback?—It granted a drawback beyond a circle of 20 miles.

463. *Chairman.*] Did you have any deputation from residents in Hertfordshire with reference to the coals brought by the roads?—I do not recollect any such deputation before the passing of the Act.

464. Mr. *Ewart.*] Or from the coal-dealers in those surrounding parts?—I do not recollect. The coal-dealers all meet at the Coal Exchange, and all coal transactions are carried on there. They would hear of it at the Coal Exchange; they would not wait on us from Hertfordshire.

465. Lord *R. Grosvenor.*] When you stated that the Corporation had deputations from the coal-owners for the purpose of promoting some of these Bills, you do not mean to say that the coal-owners promoted the Bills, or that their object was the extension or augmentation of the tax?—No, they waited on us because the operation of the Act was very largely to relieve their trade.

466. That one particular Act?—Yes.

467. Not the other?—My memory hardly serves me with respect to former Acts. It is fresh with respect to this Act of 1851. In this case of 1851 the agent of the River Lee Navigation attended the Committee, and inserted clauses. The agent of the Regent Canal, and the agents of all the railways north of London, and

and the agent of the Great Western Railway appeared on other Acts. They were all represented by agents, or counsel attended the Committee, and several railway directors were upon the Committee. I may explain that this was not done in secret; it was done with the knowledge of the parties mostly interested. In every case I have referred to, the Government were parties to the Bill, and to the arrangement previous to the Bill being brought in.

468. This question was asked Mr. Dickinson: "Can you tell who actually was appointed to fix those stones"? The answer was: "I know the surveyor of the road met the engineer of the Corporation; that the point was fixed upon, and the Corporation fixed them. The turnpike road was a new thing altogether about the stones." Then he was asked: "That did not exist previously to the Act"? The answer was, "No, the commerce of the country in coal was perfectly free before that"?—There is a mistake in the evidence. It was supposed by one of the Committee that I had answered that question about the stones. It was Mr. Tyrrell's evidence. I have given no evidence as to the posts or stones, and of my own knowledge I know nothing about it. I am in the cash department, but that is in the department of the officers of the Coal Market.

469. You were asked, "Over what area is it collected?" Your answer was, "There is no area extended by any Act of Parliament, that I am aware of"?—Yes.

470. Then again you were asked, "But there is an area fixed, is there not?" You say there is. "The area of taxation was very much beyond the 20 miles up to the year 1851"?—Yes.

471. That has been directly contradicted?—I am prepared to contradict the whole of Mr. Dickinson's evidence as to that, and to put in the facts of the case, as far as they are known in my department. I was speaking with respect to obtaining those Acts of Parliament. The Bill of 1845 was brought in by Lord Lincoln, the present Duke of Newcastle, and Sir George Clerk. The Bill of 1851 was brought in by Sir George Clerk and Mr. Cardwell; and I am told also by Mr. Green. They were not, in the strict sense, brought in by the Corporation, but with the consent and concurrence of the Government.

472. Lord *R. Grosvenor.*] You said, in the year 1851, a Bill was brought in by Sir George Clerk and Mr. Green. They were neither of them Members of the Government at that time?—I am misinformed about 1851. The Remembrancer thinks it was Sir James Duke and Mr. Masterman.

473. *Chairman.*] Do you state that the Direct Line Act was brought in by Sir James Duke and Mr. Masterman?—So the Remembrancer informs me. He is the Parliamentary officer. With respect to the Act which continued the duty for four years, and which Mr. Dickinson has referred to this morning as brought in by the Corporation, it was drawn and brought in by the Commissioners of Woods and Forests. It is not a City Act at all. Mr. Pemberton, the solicitor to the Woods and Forests, drew the Act.

474. Mr. *Masterman.*] Was that after the Coal Exchange was built?—No, I am not referring to that. I am referring to the Act which continued the duties from 1858 to 1862. The Corporation concurred in it.

475. Lord *R. Grosvenor.*] What is the date of that Act?—The 3d & 4th of Victoria, chapter 131, an Act to continue for four years, from July 1858, the duties now levied on coals and wines imported into the port of London.

476. To which part of the tax did that allude?—That alluded to the 8 *d.* per ton; it is called in the Act 6 *d.* and 4 *d.* per chaldron.

477. Which is in the hands of the Woods and Forests?—Yes; now in their hands.

478. What was the use of the Act of 1845 then?—The Act of 1845 was an Act continuing the commutation for a longer period. There are two classes of Coal Acts for making charges upon duties on coal, and others for continuing or commuting the duty. Weighing was substituted for measuring, and it was to extend that arrangement. It was found to work beneficially. That was the object of the Act of 1845; but in extending it Parliament struck the geometrical circle, instead of collecting it at points, varying in distance from the centre of the line.

479. Then, in point of fact, that Act of Parliament of 1845 did not extend the time during which the duty was leviable at all?—Not at all. With respect to the Acts of Parliament, I need not trouble the Committee with them. I would say that the Corporation do not disclaim having been parties to those Acts. We were not in all cases promoters; in no case did the Corporation stand alone in them;

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but they disclaim most of the merit of promoting the passing those Acts. They conceive that an incalculable amount of good has been effected by applying the coal duties to making bridges, and to opening streets in the metropolis; and they conceive, if the population had been poured upon London as it has been by the railroads without making those openings and avenues, we should have been in a very deplorable state. The streets would be all but impassable; they are so now in some cases. There is another point on which Mr. Dickinson has a little confused himself, and perhaps the Committee. It is in answer to question 298 of his evidence. He has confounded the sea coal meters with the land coal meters. I think it is right to put that straight. In answer to that question, Mr. Dickinson at the close states that I had given it in evidence, that out of the penny, "the meters had received nearly 300,000 *l.* and are still entitled to receive 7,000 *l.* a year for several years." My evidence was, that the City had paid that out of their 4 *d.* duty under the arrangement that we should pay the *sea* coal meters, and the 1 *d.* duty should pay the *land* coal meters. The sea coal meters were meters within the port of London from Yantlet to Staines. The land meters were distributed over the adjoining counties as far as Hertford to the north, and the same distance to the south, to measure for private individuals who wished their coals checked on coming from the merchants.

480. *Chairman.*] In the private trade?—Yes; the Act of the 1st & 2d William the Fourth required a coal-weighing machine to go with the cart, and everybody becomes his own meter. Before that Parliament had provided meters all round these counties; the arrangement was that the duty, which was increased from a halfpenny to a penny, was to pay these coal-meters, those who were on land, viz. City land meters, Westminster meters, Middlesex meters, Surrey meters, Hertfordshire meters, Kent meters.

481. Those land meters were paid under an Act of Parliament?—Under the Act of Parliament 1st & 2d William the Fourth. Then, I would say, in answer to an observation made just now, that in Mr. Dickinson's returns and his evidence generally, it is assumed that the Corporation was benefited by receiving the whole of these duties. I will not detain you on that point, except to say that they have derived no benefit whatever, not even to the extent of a shilling, from any one of those duties, except their own 4 *d.*, the prescriptive 4 *d.* The 4 *d.* and 6 *d.* per chaldron has been always applied to the Orphans' Fund, and the London Bridge Approaches Fund; separate accounts are kept; separate auditors appointed, and accounts rendered annually to Parliament through the whole period.

482. Do those accounts distinguish the money raised by the different duties and the mode of expenditure?—Most distinctly; in every one of the accounts it is divided into heads of receipt and expenditure. It is perfectly distinct; nothing can be kept more regularly than they are. We have had occasion to return them to this Committee for twenty years; they have been laid every year before Parliament. The same remark applies to the half-penny and the penny duty, the Coal Market penny. They have all been applied to public purposes. The Corporation have never taken any of it into their own funds, but have contributed out of their own revenues to the extent of millions. I speak in the plural number. But in no case have they taken any money out of those duties.

483. You stated you could give some return with reference to what you are stating now, of the millions contributed out of the funds of the corporation?—Yes; it would go back some considerable time, to William and Mary. The whole accounts are in existence. I make this statement, because letters have appeared in the public prints, some of which, I am quite sure, Mr. Dickinson will not disclaim; they were signed with his initials and his residence; in which it was stated, that under the penny duty alone the Corporation had received into their coffers upwards of 300,000 *l.* It would be improper to go through the whole of their contents before the Committee. I merely state, in answer, that they have not received one shilling in respect of that duty. The Chamberlain, as treasurer under the Act of Parliament, has always kept it separate from the City's account, and the City have never derived any benefit from it.

484. From anything except the fourpenny duty?—Yes.

485. It goes into the common City purse?—Yes, their own 4 *d.*; but they have recently paid 20,000 *l.* to the 1 *d.* fund, because Parliament took it from the City management, and we gave it up about a twelvemonth before we should have done, to complete the improvements of the Coal Exchange. In Mr. Dickinson's evidence,

evidence, questions 374 and 416, there is reference to an answer made by me about Watford.

486. The question was, "As regards the turnpike roads"? The answer is, "I do not think there were any stones placed on the turnpike roads." Can you give any information as to whether there were any marks upon any of the roads in Hertfordshire?—Yes, I can. That, I have to say, is the Remembrancer's evidence; I have not given any evidence on that point. It is incorrectly printed as mine; it was Mr. Remembrancer's evidence.

487. "In one of the returns, I perceive that the words 'extended area' are rather objected to. Do you object to those words?—Yes, precisely, because the area was not extended"?—What I first want to put right, is question 374, which was put by Sir Joshua Walmsley, "I will just read the question I put to Mr. Scott the other day?" That was a question put to the Remembrancer. I have not given any evidence as to the marks on turnpike roads; it is merely a correction of the evidence.

488. Mr. Ewart then asked the Remembrancer, "Were they so placed on the canals?—They were placed, I should imagine, in the same way; I only state to the Committee what I have heard from hearsay?"—I can only speak from hearsay, therefore it is better left to the clerk and register, who has visited these spots. With respect to question 416, I corrected my evidence, because there is a word or two left out, which makes a great difference in the answer; the answer was stated to be, "to the north we extended ten or fifteen miles to Watford." In explaining the map my answer was, "Before 1845 the area of taxation extended, before that circle was drawn, ten or fifteen miles eastward of Watford;" and I pointed out a town on the north-east of Saffron Walden. I gave no evidence with reference to Watford; I do not know anything about Watford.

489. Therefore with reference to Watford who can tell us, because the answer of Mr. Dickinson when he was asked whether the area of taxation had been limited to the neighbourhood of Watford, says, "it has been extended enormously"?—My answer was that I know generally that drawback is being claimed from places beyond the circle, but I said at the same time the officers from the Coal Market, the clerk, and registrar, can produce the claims to show. With respect to Mr. Dickinson's complaints, which he brought against the Corporation, they seem to resolve themselves into this, that he being an inhabitant of Hertfordshire had been taxed by the city of London. Mr. Dickinson has stated in his evidence, he is not only an inhabitant of Hertfordshire, but he has a residence in the city of London; and I must point out to the Committee that Mr. Dickinson has given in evidence that he has five or six mills in Hertfordshire in which he turns coals into paper, which paper is brought into the market of the city of London and sold. I was going to show what I conceive to be a very important point, that the streets of London are thronged with carts and carriages, and pedestrians and horsemen, who come from the adjoining counties. They are poured into London every day by the trains. If the tax were exclusively on the City it would be a great hardship to widen streets, and open thoroughfares, and build bridges, for the people of the adjoining counties, if they did not contribute. I will just put in evidence a report of a Select Committee of the House of Commons on those improvements in 1812, which states that the counties ought to contribute. That is their opinion, and it has been acted on ever since. The date is June 11th, 1812: "Had these grants been confined to the execution of great public works of equal utility and ornament to the capital, it might perhaps be difficult to devise a fund out of which (when it should have discharged its prior obligations) such works could with more propriety have been effected than this, of which so large a proportion is contributed by the inhabitants themselves of the metropolis, and the rest of the counties immediately adjacent thereto." That was the report of a Select Committee appointed to inquire into the expenditure of the money.

490. Sir *H. Meux.*] What was the area that was included in London at that time?—The area extended from Yantlet east of Gravesend up to Staines, and all the branches of the port of London.

491. *Chairman.*] And the water of Thames?—The water of Thames, and the Grand Junction Canal, as far as Watford.

492. Sir *H. Meux.*] Was Watford included?—Yes.

493. Was there no alteration in the area between 1812 and 1851?—I have explained to the Committee before, that all the coal duties at that period,

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except a small quantity coming into Watford by the Grand Junction Canal, were brought into the port of London, therefore the whole district paid the tax in the port, and had no drawback. The operation of the Act of 1851 is to relieve the district lying beyond that circle of taxation by returning the drawback.

494. The Act of 1851 inclosed about a mile or two miles larger area than the previous Act?—I have not admitted that at all; I shall come to that in a moment. The other complaint of Mr. Dickinson seemed to be that the line has been drawn at the point where his business has been carried on. Mr. Dickinson applied for the drawback, the line passing over his own grounds, and the City refused it because it passed over the line. I would remark, that the line for taxation and the remission of taxation must be drawn somewhere. The complaint of Mr. Dickinson is, that when he asked for remission of taxation we could not give it because he was just within the line. The line passed over Mr. Dickinson's foot, and he naturally complained. But what I must point out is, that in drawing the line of relief of taxation, and the point of collection of taxation on his property, we have excluded very many more inhabitants by drawing that line than we included before. We have excluded the whole town of Gravesend. I can only speak from guess, but I should say that Gravesend would include 30,000 or 40,000 inhabitants. The town of Ware has been relieved with regard to sea-borne coals by drawing that line. In striking the geometrical circle we threw out those two large towns, and some other places, and relieved the whole of the south of London beyond the boundary, as I explained before, of the tax on sea-borne coal. It is a matter of regret that the line should so fall that we cannot grant the drawback to Mr. Dickinson. I will just further point out that the Corporation in this matter are acting as trustees for the Government, and they cannot return the duty to any individual within that line. With regard to the Corporation's interest in the matter, this is really an important point; they had so little interest in the matter that I repeatedly waited myself, with Mr. Tyrrell, on the Commissioners of the Woods and Forests, and said they were willing to concede the whole, or anything that would settle the question, but the Government felt that the Act had passed, and that it was a very serious matter to disturb, and they had subsequently pledged the revenues for public purposes. I must also state, that the Corporation are losers and not gainers by striking that circle; that I can prove. I now put in a paper, which is an account of the duties received upon inland coals, and the amount paid for drawback. The total duty collected on the Grand Junction Canal, and other modes of inland conveyance, on which we granted the drawback since 1838, is 65,278 *l.* 15 *s.* 4 *d.* The total drawback allowed since that period is 93,456 *l.* 15 *s.* 8 *d.*, of which 16,380 *l.* 15 *s.* 2 *d.* was in the last year. The amount of inland drawback allowed on inland duty received is 28,178 *l.* 0 *s.* 4 *d.* This is exclusive of exemptions granted to the railroad for coals brought for their own use. The exemptions granted to railroads by the Act of 1851 can be proved by the clerk and register of the Coal Market. That, I understand, is about 50,000 tons more. Therefore, the Corporation are losers by the Act of 1851 in a pecuniary point of view, because they have given up part of their fourpenny duty by this concession. The account which I render is from 1838. There is a foreign drawback and an inland drawback; but by giving up to the public the foreign and the inland, they have given up more money than they have received from inland duty altogether.

Vide Appendix.

495. *Chairman.*] You state that you cannot show a difference between drawback on the coals exported, and those outside the area of taxation; can any one else?—The amount of each can be proved by the clerk and the registrar of the Coal Market.

496. Mr. Alderman *Cubitt.*] Do you say that the public has received since the Act of 1851, a much larger amount in the shape of drawback upon sea-borne coals, than you have received from all the coals that have come inland?—That is not precisely my evidence, because I cannot answer that question. My evidence is, that since we granted the drawback, since we were applied to by the trade and Government to grant the drawback in 1838, which began with foreign ships, it has since been extended to inland districts. We have given up, in drawback, a very much larger sum than we received from all the canal and inland duty put together. I think I have shown that the Corporation have not been acting, and did not intend to act, for their own emolument; that the amount was very trifling, but the balance is against the Corporation and in favour of the public. The Committee would then want to be informed why we should object to that Act being repealed;

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my answer then is, that we have stated over and over again to the Woods and Forests, that we do not wish to keep to the exact boundary which has been marked, provided a boundary line can be struck. The first object of going for that Act was, to protect the fair trader. The complaints that were daily made to the Corporation were very harassing; that parties were bringing coals into the district unfairly, to compete with persons who paid their duty fairly in the Pool and elsewhere; that was one of the complaints. The second object was to save the constant litigation that then went on. I may say, with respect to many of the railways, there was no money recovered, excepting through the hands of the solicitor; so that the railway company had to pay their solicitor, and the Corporation had to pay their solicitor out of the duty; the duties, instead of being fairly collected, were collected compulsorily, and had the legal expenses attached. There was another object, which was to obviate a most objectionable system, which was of setting spies and informers to watch the coals. The only remedy under the Act of 1845, was to get information of coals passing the 20 miles boundary, which involved the appointment of inspectors to watch.

497. *Chairman.*] At some expense?—Yes, and a very objectionable mode of collecting the duties.

498. At considerable expense?—Yes; and so strong was the objection of the City solicitor, that he has frequently dissuaded the committee from acting on that Act, from the objectionable nature of the evidence which must be got.

499. Then with regard to the doing away with that expensive process of detection, did that amount in any way to any such sum as you have lost by this drawback?—The solicitor was paid his bills out of the 1 *d.* duty which is applicable for regulating the trade; he was paid for watching and protecting the trade, collecting the duties, and preventing frauds under the Act for the delivery and vend of coals. What I want to point out is, that the provisions of the Act of 1845 which struck the 20 miles circle was so imperfect, that the only mode of proceeding at law was to get evidence through the information of an informer. There were no stones placed on that line or circle at that time, and therefore the evidence could not be got which we now get from the companies themselves, or from the parties who have to make the returns when they pass.

500. How do you get it as regards the turnpike roads and bye lanes except by informers?—The Act of 1851 provides for proper returns to be made by all parties sending coals within the district, and the details of those arrangements can be explained by the clerk and registrar.

501. There is an answer of Mr. Dickinson's which seems to apply to this: "And they would not grant you the drawback although they were carried beyond the circle?—No; I would have tried it in an action with them, but they are the judges in their own case by this Act. I never saw such an Act in my life. Poor ignorant people have all these certificates to look to, and to give notice as to the removing of coals; and moreover, there is this in it, if you carry a quarter of a ton of coal by a donkey cart, as I have seen it carried to St. Albans, they are made to pay the duty on that; but if you want to get the drawback, you cannot claim it unless you are carrying 20 tons"?—That is the law under that Act. To prevent innumerable applications for drawback, it was limited by the law to 20 tons.

502. Is this quite correct with regard to the smaller quantity of coals?—That is correct; no coal merchant or other person sending coals and requiring drawback could do it unless it went in large quantities; small quantities could not. Then with regard to questions 403 and 404, put, I think, by Mr. Miles, the answers are to the effect that there were no penalties before 1851. The answers of Mr. Dickinson are incorrect; there were penalties in the Act of 1845 of 100 *l.* a ton for evading the duties on the canals and railways, and regulations which the Corporation were empowered to make in all these cases by any of these Acts, or any other mode of bringing in these coals. With respect to the extension of the circle, I would just refer to the Act of 1845 to show that it was by that Act the 20 mile circle was struck, and the duties were payable there. My object is to show that if parties were not aware of the Act of 1845, which it is possible they might not have been, they were still under the impression that the coal duties were payable at the stones. By the Act of 1845, they were payable if brought to any point within 20 miles of the Post Office. Clause 2 provides that it shall be on "coals, culm, and cinders brought to any place within the port of London, or within the cities of London and Westminster, and the borough of Southwark, or to

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any place within the distance of 20 miles from the General Post Office in the city of London by any railway already constructed, or hereafter to be constructed, or by inland navigation, or by any other mode of conveyance." I want to show the Committee that it was by the Act of 1845 that the circle was struck, and not by the Act of 1851, which was to inform persons outside that circle that the duty was legally payable under the Act of 1845. The Corporation did entertain doubts, and questions had been raised as to what the operation of that 20 mile circle was, and they therefore laid a case before the Attorney and Solicitor-general, which was done with the concurrence of the Woods and Forests, and the City Counsel, the Recorder, and Common Serjeant were also consulted. The case states the whole of this matter; it states the orders and the returns made by the railways not as from the stone, but the returns were made as from 20 miles. The opinion is to this effect: "We are of opinion that under each of the statutes referred to, the duty upon coals is payable upon coals brought by rail, canal, or road, within 20 miles of the Post Office in a direct line, or, in common parlance, as the crow flies. (signed) *A. E. Cockburn, W. P. Wood, J. A. Stuart Wortley*, Recorder, *Edward Bullock*, Common Serjeant." That opinion has not been questioned, as far as I have heard, by any individual or any public body, and they are all now paying the duty, and it was on that opinion that the stones were so placed. The only remaining remark I would make is this, that the Act of 1851 afforded a boundary for the relief of the trade and public, and for vending coals; but that Act did not contain any powers of taxation, and was not intended to contain powers of taxation. The consequences of its disturbance would be increased duties paid by the public to the Corporation and Government, derangement of the trade, ceaseless and expensive litigation paid out of the duty, and smuggling carried on by unfair traders all round the boundary. And I may state, in conclusion, that the only gainer that I am aware of by the repeal of that Act would be, my friend, the City Solicitor, in whose hands I should be glad to see any reasonable business fairly placed; but he would be the real party to gain by the unsettling of that question.

503. Mr. Tyrrell, in his evidence, page 3, question 37, in alluding to an Act entitled "An Act to make further provisions for defraying the expenses of making the Approaches to London Bridge, and the removal of Fleet Market," says: "Duty on wines; on apprentices, freedoms, and agreements, and the several sums of 8,000 *l.*, 2,000 *l.*, and 1,500 *l.* per annum, and half of the profits of Fleet Market, were applied to, and formed part of the improvement fund." We have not had the account of half of those profits?—They are returned in one of the accounts. Half of these profits are carried to the London Bridge Approaches account. The account is page 68 of the Appendix. There were some proceeds in 1832, 1834, 1845, 1846, and 1852. They were small in those years, and in the other years there has been a loss.

504. In page 7, in answer to question 96, "By reference to your accounts, can you ascertain your receipts under each head of coal duties, wine duties, and so on?" your answer was, "Yes." Where do they appear?—In the same account, page 68 of the Appendix, the whole of the income of that fund is stated in detail.

505. Lord *R. Grosvenor.*] Is it in separate items, wine so much, and coals so much?—Yes, coals so much, contributions to the City aqueducts, and so on.

506. Does that state the sum total produced by the wine duty?—It does, in every year.

507. Mr. *Vernon.*] Apprentices' bindings, and so on?—They are all kept separately, but carried to one account.

508. *Chairman.*] At page 8, question 106, with reference to the London Bridge Approaches Fund, you are asked, "Have they, in point of fact, spent any of the money in relieving any of those funds?—Yes." Then you are asked, "Is there any return to show that?" and you say, "We can give the Committee a return"?—That is about the emoluments of the Chamberlain. The accounts are all returned in respect of the Chamberlain's emoluments.

509. Then in page 9, question 112, you are asked, "Practically, has the Chamberlain ever received, or more than once received, less than 2,500*l.* a year?" Your answer is, "He has never received less; the calculation was that there would always be a surplus; there always has been a large or small surplus ever since that time, which has been accumulated or applied as I have mentioned"?—Yes.

510. Where do you show it has been accumulated?—I returned, at the last meeting

meeting of the Committee, an account of the annual receipts and payments of the Chamberlain's fee fund, an account of the appropriation of the surplus. The account is before the Committee.

511. In the next page, question 130, you were asked, "Have the audit committee an account of the profit of the office, which they can lay before this Committee"?—That is the account which I have laid before you.

512. Are all the accounts that have been called for returned?—I believe so, everything.

513. You were asked at question 156, "What proportion do the proceeds of the 4 *d.* duty bear to the other duties paid into the City cash from the general income of the City?" Your answer was, "I think it is, in round figures, about a third of their income which is net, now about 160,000 *l.* or 170,000 *l.*, and it would be about a third of that"?—Yes, that is correct.

514. Can you give us the return on which the income tax is paid by the City?—Under which Schedule?

515. The return will show that?—We have various returns; we make a return under Schedule D; the income tax is stopped at the Bank under Schedule C, and we allow it to tenants under another Schedule.

516. It is with regard to the coal duties that the question was asked?—With regard to coal duties it would be under Schedule D.

517. Would that return show the amount you pay?—That would show the amount of the duties, precisely the same as we have returned to you; they are all returned to the Committee under Mr. Blackett's motion.

518. Can you state the amount of the 4 *d.* duty, and show how much has been spent on public improvements; how much within the City, and how much without the City?—I laid the balance-sheet of the 4 *d.* duty before the Committee the last time the Committee met, and the charges on it in respect of public improvements.

519. Will it show the amount which the City has expended in public improvements within the City boundary and without?—Yes, what is spent within and without; the 4 *d.* has been applied exclusively within the City in making the street from the termination of London Bridge to St. Paul's—New Cannon-street.

520. And as regards the other duties as well?—As regards the other duties there is an account showing what has been within and what has been without the local district which is termed the City.

521. Just refer to that?—Yes. The return commences at page 91 of the Appendix. The account, No. 18, gives the whole of the monies which have been raised for public works, buildings, and street improvements effected out of the coal duties received by the Corporation in the character of trustees for administration or otherwise. This includes the whole of the improvements laid down on the map.

522. Does it distinguish what was done outside and what was done inside?—It distinguishes the improvements effected within the City and without the City; the improvements of a mixed character, for the benefit of the City as well as the adjacent districts.

523. Lord *R. Grosvenor.*] What has been the amount of money spent by the Corporation out of their share of the duty?—That is included in the account.

524. State the sum total?—£. 540,000; Cannon-street, and some smaller improvements. The account is made out to show altogether what amount of the coal duties is spent in the City, and what amount out of the City.

525. The question was what amount of money has been spent in improvements by the Corporation out of their share of the duty?—The total amount has been 630,000 *l.*

526. *Chairman.*] Out of the 4 *d.* duty?—Yes; the accounts have not been closed yet; that amount has been raised and expended.

527. Lord *R. Grosvenor.*] What amount was expended under the direction of the Woods and Forests?—£. 665,000 out of the 8 *d.* duty, and a sum which is unknown to me out of the 1 *d.* duty.

528. Is that sum unknown to you in consequence of it being in the hands of the Office of Works?—We merely hand over the duty; we do not know what has been raised on it. They have authority to raise 180,000 *l.* upon that, besides applying a part of that which was invested in the funds. There is something like 300,000 *l.* to be added to clear charges for interest, which has not been liquidated.

529. *Chairman.*] How much has been produced by the 1 *d.* tax net?—The last year was 14,397 *l.* 17 *s.* 6 *d.*; it is page 3 of the return moved for by Mr. Blackett.

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530. How much is the 8 *d.* duty?—The 8 *d.* duty is page 2 of the same return, and the 4 *d.* duty is the same page.

531. Lord *R. Grosvenor.*] Can you give the amount which has been spent under the direction of the Corporation for public improvements, and also the sum spent under the direction of the Woods and Forests?—If you take the sum total of this account, No. 18, page 91 of the Appendix, that gives the total amount expended, since the building of Blackfriars Bridge, for public improvements. That total is 3,996,543 *l.* 11 *s.* 3 *d.* Of that, as I said before, 630,000 *l.* has been contributed by the Corporation out of their 4 *d.*, and a large sum contributed out of their own revenues, of which I have to make a return. I will make this remark also: in dividing the improvements which we have been required to furnish, it is in some cases impossible to say whether they are for the benefit of the Corporation, or for the benefit of the City and the adjacent district; they are, in fact, all for the benefit of the adjacent district, for the inhabitants pass and repass through the City.

Mr. *James Renat Scott*, called in; and Examined.

Mr. *J. R. Scott.*

532. *Chairman.*] WHAT are you?—The Clerk and Registrar of the Coal Market.

533. Can you give any information as to the fixing of the stones in the year 1851, after that Act passed, not only on the railroads and canals, but on the roads and bye lanes?—The wish of the committee in fixing the boundary of 20 miles from the General Post Office in a direct line, and the instructions to myself, as indicating the spot where the traffic required them, to the surveyor was, that they should be fixed according to the best known map, which was the map of the Ordnance Survey; that the line should be struck within a distance of 20 miles from the General Post Office, which was so done.

534. What do you mean by "within"?—That we should take within that which, according to the map, was the exact distance; but the line should be drawn within a distance to give no occasion for parties objecting, and that the stones should again be placed within that distance.

535. Sir *H. Meux.*] So that the present boundary line is in no instance within the full distance of 20 miles?—Exactly so.

536. *Chairman.*] Have there been any instances in which complaints have been made of those stones having been placed beyond the limit?—The only difficulty was in the instance of Home Park Mill, which is in the possession of Mr. Dickinson. There was some remonstrance that we were placing the boundary stone at too great a distance. Mr. Allen, on behalf of the surveyor and architect of London, met Mr. Lake, on behalf of the Grand Junction Canal, and I believe there was another gentleman, Mr. Longman, who was there out of courtesy, on behalf of Mr. Dickinson, the proprietor of the mill. According to a plan which I have here, the boundary is a furlong and a half beyond the spot where the stone is now placed. We, however, conceded the point, and placed the stone a furlong and a half within what we considered the correct spot, solely with the view that Mr. Dickinson should not complain. The Corporation being desirous that there should be no occasion for cavil, fixed it a furlong and a quarter within where we made the direct distance of 20 miles.

537. Mr. *Vernon.*] A furlong and a quarter less than the original line?—Less than what we considered to be the original line.

538. Sir *H. Meux.*] Was that the only complaint you had about the distance?—Yes; Mr. Ashcroft, on behalf of the Eastern Counties Railway, came to my office to test the map as to its accuracy, and was content; and a gentleman on behalf of the River Lee came with him. He was also content that the boundary was correctly marked at 20 miles or within.

539. That was simply with reference to the accuracy of the measurement?—Yes; all the boundary stones, I would beg to say, have been placed at the present time, and without any legal proceedings, or without any opposition or legal expenses or difficulty of agreeing with the parties who had to agree with the Corporation surveyor in conformity with the clause in the Act of Parliament.

540. Mr. *Vernon.*] In the case of common highway roads, the stones were placed by agreement with the surveyors of the roads?—Yes; the surveyors of the roads were there. I believe in all cases there were surveyors. They were the parties to agree with the Corporation, and in all cases they were so agreed.

541. Sir *H. Meux.*] Were any stones placed on the high roads before this?—Not

Not any; the Act of 1845, which rendered the boundary uniform, did not give to the Corporation the power of replacing the stones which previously to that time were placed at various and uncertain distances, or to place stones on canals, or railroads, or common roads.

542. *Chairman.*] This evidence given by Mr. Dickinson as to the area of taxation having been extended two miles in all directions by the Act of 1851, according to what you say, that was not the fact?—No; and for this reason: in two cases the old boundary stones were placed half a mile beyond the direct distance from the General Post Office; and by rendering that Act uniform in placing the stones they have been contracted and brought within the direct distance of 20 miles. That was the case with the stone on the Eastern Counties Railway at Shenfield; and on the South Western Railway, beyond the station at Weybridge. Again, the boundary line, as struck by that map, excludes the towns of Gravesend, Ware, and other places. By the operation of this Act, with regard to the exemption of Gravesend alone, the Corporation loss was 15,621 tons in one year, Gravesend previously paying duty.

543. Was that in one year?—In the year 1852.

544. Has there been any increase in the supply of coal to Gravesend as against the year before?—No; all sea-borne coals pass Gravesend coming into the port of London.

545. Are you aware of any portion of Hertfordshire, near the town of Hertford, where coals go out of the area of taxation, and are afterwards taxed on coming in?—I am not aware of any such case except where the drawback has been allowed. If the coals are afterwards brought in again for consumption within the district, then they pay the duty afresh. There has been a case where I have refused drawback from a party declining to make proper returns. This party has paid duty on coals brought on common roads, but he has himself deducted from that duty such coals as I have refused to allow him the drawback on. That has been allowed.

546. Previous to the Act of 1851, could coals be brought within the district by carts, without being liable to the payment of duty?—No; the Act of 1845 rendered everything brought within 20 miles of the Post Office liable to duty.

547. And you got that by the common informer?—No; they did not pay the duty, except in isolated cases. I can mention a case which occurred at Dartford, where a party brought in some coals from some stores considerably beyond Gravesend. He had not paid the duties on them. They were some stores on the Thames and Medway Canal. He took them into Dartford; we called on him to pay the duty, or we should take legal proceedings against him, and he paid the duty on upwards of 300 tons of coals. That is one case. But the Act of 1845, although it confers a title to an uniform distance of 20 miles, on coals brought within that circle to the duty, did not apply the machinery, for want of which the Corporation, in carrying that Act into execution, found to be extremely costly, as the principal clerk to the Chamberlain has stated.

548. Sir *H. Meux.*] No penalties attach to it?—There were penalties, but I believe it was by civil action; not by the summary process, as at present, by summons to the Police Court.

549. *Chairman.*] Did the Act of 1845 impose any duty on any town previously exempt?—There was one town, to a great extent, which was affected by the Act of 1845, and that was St. Alban's. That town was previously supplied with coals from Two Waters, brought in by cart, there being no railway or canal to St. Alban's; and the cause of the Corporation applying for the Act of 1851 was very much in consequence of an illegal traffic, between the years 1845 and 1851 being carried on to the injury of parties carrying on trade on the Grand Junction Canal and the North Western Railway, by these carts, coal laden, being brought in without the payment of duty. I have here a letter signed by George Stevenson & Company, the proprietors of the Clay Cross Collieries, stating they wish to call the Corporation's attention to the fact of their coals paying duty and receiving no protection, from the coals being brought into the boundary of 20 miles by carts not paying duty. The date of that is January 31st, 1851. I would beg leave to inform the Committee, that previously to the year 1845, when the Corporation were entitled to dues on coals brought by any means of conveyance within 20 miles from the General Post Office, that no railway had commenced any coal traffic; so that all the traffic on the various railways has been since the year 1845.

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550. Mr. *Vernon.*] Does this map represent the area of taxation between 1845 and 1851?—Previously to the year 1845.

551. How comes it that the area of taxation, as represented in blue colour on the map, appears in some cases to have actually extended nearly 15 miles further than the present direct 20 miles line?—Because there was no communication with the inland counties. The Eastern Counties Railway, as I have stated, was not bringing coal in 1845. There were no means of coals being conveyed to supply Hertford, Ware, Bishop Stortford, Sawbridgeworth, Saffron Walden, or down even to Cambridge itself, except by the Lee navigation from the port of London, and the Stort Navigation. That, to a great extent, is the case now. It has been stated that we have extended the area of taxation to St. Alban's and King's Langley by this Act of 1851. I beg to put in a statement of the traffic on the Grand Junction Canal, which I have the means of arriving at. Between the old boundary previous to 1845 and the boundary as at present indicated, there have, within the year 1852, been brought within that space 1,964 tons, of which 351 has paid duty, and the rest, 1,613, conveyed to Mr. Dickinson, upon which coals he claims an exemption, on the ground of their being unloaded on his own land, and upon which quantity the duty has not been paid. But at the latter point the Corporation have allowed drawback on 5,545 tons as against 1,964.

Jovis, 12° *die Maii*, 1853.

MEMBERS PRESENT.

Sir John Shelley.	Mr. Headlam.
Sir Joshua Walmsley.	Sir Henry Meux.
Mr. Vernon.	Mr. Alderman Cubitt.
Mr. Masterman.	Sir James Duke.
Mr. Ewart.	Mr. W. Miles.

SIR JOHN SHELLEY, IN THE CHAIR.

John Dickinson, Esq., called in; and further Examined.

J. Dickinson, Esq.

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552. *Chairman.*] DO you wish to put in a case, which you have had submitted to counsel, for the consideration of the Committee?—Yes; I am desirous that the Committee should see the opinion of Mr. Warren, Q. C., upon a case that was submitted to him by me, in which the Acts of the 10 Geo. 4, 11 Geo. 4, 1 & 2 Will. 4, and the 3 & 4 Vict. were referred to.

553. Mr. *Headlam.*] What was the question?—The question was, "Whether the duty, or any portion of the duty, on coals brought by canal or railways within 20 miles of London, but not delivered into the port of London, does by law and right necessarily accrue to, and thereby form a portion of, 'The London Bridge Approaches Fund?'" Mr. Warren's answer was, "I am of opinion that no portion of the duty on coals brought by canal or railway within 20 miles of London, but not delivered into the port of London, by law necessarily accrues to or forms a portion of the London Bridge Approaches Fund. The charge or duty levied on canal-borne coal, and that levied on coal imported otherwise into the port of London, are essentially distinct in their origin and character. The former duty would seem to date from 1805; by the 45th Geo. 3, c. 8, the latter, in the shape of 'The Orphans' Fund,' was established in the year 1694, by statute 5 & 6 William and Mary, c. 10. The amount of the former was 1 *s.* 3 *d.*, since reduced to 1 *s.* 1 *d.*; the amount of the Orphan Fund was 4 *d.* for the metage, and 6 *d.* per ton for every ton of coals imported into the port of London. This distinction clearly existed down to the passing of the 10 Geo. 4, c. 136, the 72d section of which charges the duty of 6 *d.* per ton as the fund on which the advances by the Treasury were to be secured, and which duty was the main foundation of what is subsequently denominated, 'The London Bridge Approaches Fund.' In neither that nor any subsequent statute

statute is there any express mention of the above duty of 1 *s.* 1 *d.* charged on canal-borne coal as constituting a part of the fund in question, nor do I find any language in any of those Acts which can fairly be construed to include it by implication. The only words on which any argument to the contrary could be founded, are the words, 'brought by inland conveyance,' used in statute 3 & 4 Vict. c. 87, s. 2, and recited in a subsequent statute, but these words are in my opinion far too vague to create a new and additional charge upon the corporate funds; so important an operation would undoubtedly have been effected by direct and substantive enactment. As at the time when this 'fund' was created, both the corporation and the Government were aware of the existence of these two distinct sources of revenue, they must be taken to have intentionally excluded the canal duty by their specific appropriation of the other duties; on the ordinary principle of law, 'the express mention of one thing implies the exclusion of another.'" Coke, Littleton, 210 a.

554. Did you do anything upon that opinion?—I wished to see whether my grounds were right for opposing.

555. You only got it for your own information; you did not do anything, or attempt to make any alteration in consequence of that opinion?—No.

556. *Chairman.*] What is the date of that opinion?—Twentieth April 1853.

Mr. *Benjamin Scott*, called in; and further Examined.

557. *Chairman.*] ON the first day of evidence you were asked, at Question 239, "Are those sums which have been just enumerated, charged exclusively upon the 4 *d.* duty, or is there any collateral security of any sort or kind for the payment of any of those sums?" The answer was, "There is the collateral security of the city seal, but the mortgages expressly recite that it is under these acts of the common council that the mortgages are charged to the 4 *d.* duty, and that what we receive as an equivalent for it shall be a security to repay those moneys, the metage dues." Then you were asked, Question 240, "Do you consider that this 4 *d.* duty is the only security which the parties ultimately have?" Your answer is, "That is a point which I should hardly like to speak upon, as it involves the question of how far the city seal would render the corporation liable as to their other property." Now, can you or Mr. Tyrrell give any evidence upon that point?—The point was mentioned in our committee before the law officers, and it was the opinion of the committee that the city seal was a collateral security.

558. Can you give the opinion of the law officers?—It was only given verbally. It was the impression of the parties present advising the committee, that the city seal did constitute a collateral security. It has been invariably the practice for very many years past, to place the seal upon the bonds raised for these public purposes, in order that there might be that collateral security; because, by so doing, the money is raised at a very much cheaper rate than it would if it were raised exclusively upon the toll, and by that means a very large saving of interest to the public has been effected, not only with regard to these particular securities on the 4 *d.* duty, but also with respect to all the securities which the city have issued on the 8 *d.* duty for the London Bridge Approaches advances. The same rule has been adhered to in both cases, whether the City were acting for themselves, or whether they were acting as trustees; they made the security in such a shape, that they could raise money at the lowest possible rate of interest.

559. Then, in fact, supposing Parliament were to make an alteration with regard to this 4 *d.* duty, there is the collateral security of the corporation seal, as a security to those who advance money?—There is no doubt that is the case. It is not likely Parliament would ever sanction a precedent of that kind, taking away property because it did not happen to be mortgaged exclusively for that purpose. I explained, I think, to the satisfaction of the Committee, that the corporation could not legally separate their 4 *d.* duty from their other property. It forms part of their property, and the law would look on the 4 *d.* as liable for their debts generally. They could not, without the sanction of Parliament, make a separate mortgage of that; but morally, they consider themselves bound to apply that 4 *d.* duty to purposes of public utility in the metropolis, from time to time, as they can spare the whole or any part of it; and as time goes on they

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will increase the charges upon it; they have increased the charges upon it; and will do so until the whole will be absorbed in works of public utility.

560. Mr. *Headlam.*] Do you mean the corporation have no power to give a specific charge for that 4*d.* duty?—They have no power to keep it separate; the law would hold them responsible; supposing they failed to pay legal debts out of their other assets, the amount could then be taken out of the 4*d.*, and *vice versâ*. The law does not permit a man to separate the money which is in his pocket, with reference to his debts, whether the money arises from rents or other sources.

561. But suppose they were not capable of paying all the debts they had incurred, do you mean there is no mode by which the corporation could not make that 4*d.* specifically and primarily liable to the particular creditors before the rest of their property was charged?—That seems to be the opinion of the law officers who advised the corporation.

562. Sir *J. Walmsley.*] Are you not speaking rather of the impressions of the committee, than of any advice of the law officers?—There has been no case submitted on the subject. The usual law officers who advise the committee were present, but there was no opinion. That is the state of the case.

563. You are now speaking of the 4*d.* duty?—Yes.

564. Which has reference specially to metage?—Yes.

565. For which the corporation do nothing now, because the metage is transferred to other hands?—I explained before, that the metage was transferred to other hands, and that they took the charges of the sea-coal meters to pay their pensions during their lives, who were thrown out of their places by the operation of that change; beyond that they have made charges upon it for public street improvements, to the amount which I have stated.

566. Are those pensions materially decreasing?—They decrease annually about 700 *l.* a year.

567. What is the amount of those pensions?—About 7,000 *l.* a year.

568. Will you be prepared to state, on the next day of meeting, the amount of pensions paid out of the 4 *d.* duty, with the names of the persons so pensioned, the date of pension, the amount of each pension, and the time of service?—Yes.

569. Mr. *Headlam.*] Are there pensions now being granted on this 4 *d.* duty?—No; none have been granted since the year 1831.

570. They must have died out pretty nearly, have they not?—They are reduced to 7,000 *l.* a year in round figures, which is the amount now payable.

571. What were they in 1831?—I think, 23,000 *l.*

572. *Chairman.*] Did you not state that the 4 *d.* duty is an increasing duty?—As the importation is increased, of course that increases.

Mr. *Nicholas Wood*, called in; and Examined.

Mr. *N. Wood.*

573. *Chairman.*] WHAT part of the country do you reside in?—At Hetton, in the county of Durham.

574. Are you largely concerned in the coal trade?—I am.

575. Will you point out to the Committee any evidence that you can give which may be important in reference to the coal tax?—We have always considered and felt it to be a very oppressive tax, and operating very prejudicially upon the consumption of coals in the port of London, more particularly upon the low-priced coals and the coals used in manufactories.

576. Do you object to the same amount of duty being levied upon the inferior small coals which is levied upon the very best?—We object to the duty altogether, but still more upon the low-priced coals; for instance, coals have been delivered in the port of London at something like 10*s.* 6*d.* a ton, and upon these the coal tax amounts to about 10 per cent.

577. Sir *J. Walmsley.*] You say it is an oppressive tax; has your answer reference to the sea-borne coals more especially than to the inland coals, or does it refer to all coals?—It is more oppressive upon the sea-borne coal, because the sea-borne has other charges in addition to those which the inland coal has.

578. *Chairman.*] Passing dues?—Lights and other dues.

579. Sir *J. Walmsley.*] You have a general knowledge of the coal trade, have you not, as well with regard to sea-borne coal as that which comes from the

the interior of the country by railway?—Yes; I send myself a considerable quantity of coals both ways.

580. From what part of the country do the coals which you send chiefly come?—They come from the collieries in the neighbourhood of Hartlepool, Tees Wallsend and Black Boy Collieries. I send them also from other collieries, the Leasingthorne and the Westerton, and also from Granges. The Tees Wallsend are first class coals; the others are second class coals.

581. Quite equal to the coals sent by sea?—They are sent by sea also. The Tees is one of the best class of coals, and bears the highest price in the London market; the others are second coals.

582. Can you inform the Committee what tollage or expense is incurred in bringing coals by railway inland to the city of London, exclusive of the 1*s.* 1*d.* tax?—The railway charge is a halfpenny per ton per mile.

583. Does that apply to all quantities?—I think it does to all the quantities that I have control over. I believe the York, Newcastle, and Berwick Railway Company make it a rule that you must send at least 25,000 tons as the minimum quantity, before they can agree to charge the halfpenny per ton per mile.

584. Beyond the quantity of 25,000 tons, is there not some further reduction?—Not that I know of. They did not agree, in the negotiations I have had with them, to make any reduction beyond that.

585. Do you know the quantities that have recently been sent from those collieries inland to London?—None of them have reached London; they have been consumed at the different stations on the route.

586. Have they not come within a short distance of London?—Not very near London.

587. Is that in consequence of the distance?—No, I think not.

588. Or the expense of the tollage?—No. I am at present in negotiation with parties to send some coals to London, but I have not arranged with them yet.

589. From the county of Durham?—Yes. Mr. Pease, I believe, has a contract for 50,000 tons; but the returns that are made monthly show the quantity of coals that come into London from the county of Durham.

590. *Chairman.*] Returns from the Coal Exchange?—Yes, Mr. Scott's office.

591. Sir *J. Walmsley.*] You have spoken of the large tolls which are payable on coals coming by sea; are there not large tolls and expenses on coals coming inland?—Nothing but the railway dues.

592. What other charges apply to sea-borne coals that do not apply to coals brought inland?—You will observe, first, that these coals, taking Tees Wallsend as an example, are 24 miles from the sea. First of all, we have the railway dues on those 24 miles; and, unfortunately for us, they charge a much higher rate for shorter distances than they do for long distances, and the dues are about 2*s.* a ton for the 24 miles, and then after that we have the dock dues.

593. Where?—At Hartlepool. Then there are certain local dues that are paid, and lights and other expenses, amounting to about 4*d.* per ton, and then there is the freight of the vessels. Then there are the London expenses, which are much more upon the sea borne coal than upon the land, inasmuch as they have to be delivered out of the ships into barges, and then conveyed by those barges to the wharfs. And, as the inland comes direct to the railway station, the expense of delivery from the railway station to the consumer is very much less than the expense of delivery from the ship to the consumer. I believe the charge from the railway to the consumer is 2*s.* 6*d.* per ton, while the average charge from the ship to the consumer is something like 6*s.* per ton.

594. Are you aware that there are railways from various collieries in the north and the midland districts to the trunk railways, perhaps not to the same, but to a considerable extent the same, as there are from the collieries which take the coals to the ships in the Tyne?—Yes, I am aware of that; but they are very short lines, I think, generally.

595. *Chairman.*] With regard to the various trades of London, is there any trade which you wish to allude to as being particularly affected by this coal tax?—I think all the manufacturing establishments suffer very much, because they consume a low price coal, and the dues bear hard on them, as much as 10 per cent. on the value of the coals. I should take the case of the Thames Plate Glass Works, which is a manufactory competing with foreigners. The price of their coals must be something like 12*s.* a ton delivered into the works

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works, on which they have this 1 *s.* 1 *d.* dues. Now I myself am delivering coals to the glass works in the north of England at 1 *s.* 6 *d.* per ton, which is very little more than the city dues; and it must be exceedingly oppressive upon manufacturers of that kind, now that the duties are being taken off glass, as they have to compete with foreigners.

596. Is it not slack that they use?—No, it is a particular kind of coal; it is what we call unscreened manufacturing coal, not small coal; it is a coal which is sold in the north at about 4 *s.* or 4 *s.* 6 *d.* per ton.

597. And upon that the same duty is paid in the port of London, as upon the very best?—Yes.

598. And the same charges in the shape of freight and light dues?—The charges are precisely the same upon the low priced coal as the high priced coal.

599. Sir *J. Walmsley.*] Then your view is, that if the duties were taken off coals here, you would be able to bring a very large quantity of the inferior coal for manufacturing purposes into the port of London?—I think we should.

600. And so benefit the manufacturers of London?—Yes, and benefit ourselves by taking off an inferior description of coals.

601. Mr. *Vernon.*] Could this inferior description of coals be got at the pit's mouth, at a less cost than 1 *s.* 6 *d.* a ton?—Yes, but we have these coals to convey about eight miles.

602. Do you mean that you can actually get coals at a less cost than 1 *s.* 6 *d.* a ton at the pit's mouth?—Certainly not; the coals cost us a great deal more in working. These are coals which we would otherwise waste and burn.

603. Coals that you would burn and get rid of as so much rubbish, in fact?—Just so.

604. Sir *J. Walmsley.*] Coals that you get up?—Coals that are screened out, and then if we have not customers for them they are burnt and destroyed.

605. Mr. *Ewart.*] In what does their inferiority consist?—The coal itself is of first-rate quality, but it is exceedingly small.

606. It is not an inferior quality of bituminous coal?—It is out of the best Hetton coals; it is what we call dust; we rescreen the small coals that are screened out of the best.

607. *Chairman.*] Now supposing there was no tax of this kind, would it be worth your while to send such coals as that up to London, so as to be employed in these glass works to which you have alluded?—I think it would have the tendency of sending a description of coals similar to that. When the consumers have to pay a high price for coals, they judge of the quality; the better quality, of course, compensates for the high price.

608. Then your opinion is, that this tax practically keeps out of the reach of the trade of London the coals which would come in at a cheap rate, and be useful to them in their trade?—I think, to a certain extent, it does.

609. Evidence has been given of the advantage to the community at large from the drawback of 1 *s.* 1 *d.* which the City give under the 13 & 14 Vict.; can you give the Committee any evidence to show whether that drawback, which is stated by the officers of the corporation to be such an advantage to the public, is conducted and has worked satisfactorily?—I think it is a great boon to the districts that are exempted from the payment of the duty to have the drawback extended to them. It enables us to supply those districts which were, to a certain extent, debarred from having our coals in consequence of the duty; in fact, it enables us to transmit coals so as to benefit the districts and extend the consumption of coal.

610. Can you state as to the drawback whether, in the way in which it is given, it works satisfactorily?—It is conducted very fairly by Mr. Scott, who is in that office, but in some particulars it is a little oppressive, as all drawbacks are; for instance, under the Act you cannot get the drawback unless there are 20 tons sent. That prevents us from sending away single trucks beyond the limits, and then it is necessary also that there should be a meter.

611. A man to measure?—A man to see the coals weighed, what they call a meter; he is generally a person from the Meter's Office, and the charge for that meter is 4 *s.*

612. By whom is that paid?—By the merchant who sends the coals.

613. Mr. *Headlam.*] So that you cannot get any benefit from drawback, except

except by paying so large a sum as 4*s.*?—We must begin by paying 4*s.* for the meter.

614. *Chairman.*] First of all, you cannot take the benefit of the drawback, unless you send an amount of coals equal to 20 tons, and then you are exposed to the charge of 4*s.* for a meter?—Yes; then, again, it appears necessary that the vessel out of which the coals have come shall not leave the wharf until the coals are sent away. I believe that is the regulation at present.

615. What is the object of that regulation?—I suppose that it is a check to ascertain that the coals which come out of a vessel have paid the City dues. Now, that is very inconvenient, because it takes some time to get the meter. You must give notice to the Meter's Office; and it is some time before he can get to the wharf, and vessels will not remain at the wharf. We have had cases where vessels have left the wharf; and we have not been able to send the coals beyond the limits.

616. If a vessel does remain, she can only do so at an expense?—Certainly, detaining vessels is very expensive; and it checks very much the operation of sending coals into the country. There is another part which we consider is a considerable hardship, and that is with reference to the coking coals. I am one of a firm which has a considerable number of coke ovens within the vicinity of London, for supplying the railways, and the dues are levied upon the coals which are afterwards coked, and the drawback is given upon the coke.

617. The drawback is given upon the coals, is it not?—No, the dues are levied upon the coals, and the drawback is given upon the coke. We pay, first of all, 13 *d.*, and then we get a drawback of about 9 *d.*, so that there is 4 *d.* a ton not received on the coke.

618. In fact, 4 *d.* a ton in favour of the corporation?—Yes, against the manufacturer of coke within the circuit of London.

619. Can you state whether the effect of this has been to limit the coke works within the district?—We meet the inland coke coming by railway at a certain point; of course the 4 *d.* is loss to the coalowner; he must either give up the 4 *d.*, or shorten the supply; it has that effect.

620. Now, with regard to inland coals, we have had evidence to show that there is a difference in quality in favour of the sea-borne coals as against the generality of inland coals; can you state whether, having supplied both, you consider that inland coals, although they were relieved from this duty, being of inferior quality, would or would not be able to compete with sea-borne coals?—It is quite a mistaken notion to suppose that the inland coal is of an inferior quality to the generality of the coals sent to London; I believe the reverse is the fact; the largest quantity of coals sent to London is inferior to the inland coal. A great portion of the inland coal is the Silkstone coal; there is some other coal of a very good quality; the Silkstone coal is between a second and a third rate coal; it is house coal.

621. Sir *J. Walmsley.*] Where is that?—From Charlesworth's, Clarke's, Field's, and Newton's.

622. In what county?—Yorkshire.

623. Mr. *Headlam.*] That you call between a second and a third rate?—It is nearly as good as the second class of coals; it approaches nearer to that than third-class; it is certainly superior to the third-class coals.

624. All other inland coal is superior to the other?—To the third-class coal; the second and first classes of coals do not constitute, I should say, one-fourth of the whole coals which come to London. I should think the inland coal is certainly superior to more than one-half of the coals that come to London. I have not the papers with me, but it can be ascertained pretty accurately.

625. *Chairman.*] Do you think that the average quality of the inland coal, as compared with the average quality of the sea-borne coal, is such that, supposing the inland coal were to come in free of this duty of 13 *d.*, that it would compete with the sea-borne coal?—I think it would, decidedly. I think it would have the effect of driving out a very considerable quantity of the inferior sea-borne coal.

626. Mr. *Vernon.*] You are rather assuming, are you not, that the great bulk of these inland coals is of the same quality as the Silkstone?—No, the Silkstone is the best.

627. Are you aware that it is small, comparatively, to even the Yorkshire coals?—Yes; the Pinkstone coal is very good coal. That is about 18,000

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tons out of 39,000 by the Great Northern; there are 27,000 out of 39,000 of second-class coals sent to London in April.

628. Will you state how much of the Silkstone there is; in what proportion?—The Silkstone is about 14,000 in that month; there are also 9,000 of the Durham coal. We know the fact, that the inferior coal of the north has been driven out by the inland coal, and that the inland coal is increasing very much, notwithstanding the duty is paid. The increase in the importation in the present year, from the 1st of January to the 30th of April, over the preceding year, is 89,625 tons. The importation in April was 59,168 tons; last year in April it was 23,976, so that the increase is very great indeed of the inland coals, and we have found a very considerable quantity of the second the third-class coals, of sea-borne coals supplanted by the inland coals.

629. Sir *J. Walmsley.*] By a superior quality from the inland district?—By the cheapness with which the inland coal is conveyed.

630. Are you aware that the greater proportion of the inland coal is consumed in one particular part almost, in the suburbs of the metropolis?—The delivery of it is at one point, that is, at King's Cross. It is then sent by canal, and spread out in different directions at a very cheap rate. There is one coal merchant at Paddington, who I suppose sells 40,000 or 50,000 tons annually. His coals are almost entirely from the King's Cross station, conveyed in very large barges at a very cheap rate. I believe he pays from 1 *s.* to 1 *s.* 6 *d.* a ton for conveying them from King's Cross to Paddington. The quantity is very much enlarged by the railway companies; the railway companies are interested in having a long traffic, and they take care to throw as many obstacles as they can in the way of sending coals down from London into the interior. At one time they did refuse to supply any trucks to send coals down from London into the country; and they now charge a very much higher rate downwards than they do upwards. I believe the charge is 1 ¼ *d.* per mile downwards from London, and a halfpenny towards it.

631. Mr. *Headlam.*] What is the object of that?—To get the long traffic.

632. *Chairman.*] With reference to this point, can you give any evidence with regard to the supply of the town of Brighton; have you had any contract with gas works at Brighton?—Yes, I have had a contract.

633. Can you tell the Committee whether the effect of this drawback has been, that coals, instead of going seaward to Brighton, have been carried by the railroad, so as to exclude to any great extent sea-borne coal?—Yes; at present there is a considerable quantity of coals now taken down from London to Brighton. I had a contract with the gas companies there, and we sent some of those coals down from London to Brighton. That is partly owing to the very heavy charges at Shoreham of 2 *s.* 6 *d.* a ton, and also to the policy of the railway companies, as they get the long traffic from London, instead of the short traffic from Shoreham to Brighton.

634. With reference to the freights, is there any difference in the charge for freights to London, compared with the distance to Brighton?—Yes.

635. Is it in favour of Brighton, or in favour of London?—In favour of London; the Brighton freights are much higher: the ships have to pay the light dues down the Channel, independently of the greater distance.

636. Is the railway company, by carrying those coals so cheap, able to make it more economical to persons at Brighton to have their coals from London, than by sea from Shoreham?—To a certain extent, I think so.

637. Then, as regards the south of England, the drawback has had a good effect?—It has; and would northwards, if railway companies would make the same charge in both directions, to and from London.

638. Sir *J. Walmsley.*] Would you think it desirable that the railway companies should charge the same tollage per mile for a distance of 20 miles that they would for 150 miles?—No, I should not be an advocate for that, because I know there is a difference in the cost of haulage between 20 miles and 150 miles; but then I think they go very much beyond that; they go very much beyond the cost of haulage in the difference of charges.

639. *Chairman.*] Of course they look to their own interests?—Yes.

640. Sir *J. Walmsley.*] If the railways were to place the same charge upon coals going 150 miles that they would do upon coals going 20 miles, would it not totally exclude inland coals from coming to London?—I should not be an advocate for increasing the tolls for the long distances, but rather for a diminution

tion of the short dues. I think that the railway companies rather stand in their own light in that respect, because I believe, at least it is my experience, that the consumers require both descriptions of coal.

641. Did not you say that the expenses of the coals brought into the port of London by sea were so much greater than those that were brought inland, that they could not compete with those that were brought inland?—Yes.

642. Then upon what principle, if that be so, do you say they can compete by having the drawback if the coals were valued?—It is only the best coals that is able to compete with the inland coals, coals of the same quality as the inland coals cannot compete with them; we can compete with the best coal, because we get a much higher price for it; there is a certain amount of consumption for best coals, and some people give a higher price for it.

643. But then, again, you were understood to say that there was a much greater proportion of inferior coals sea-borne than there was brought inland? —Yes, decidedly.

644. Then would it not tend to injure the public interest if any increase of tolls were put upon the inland coals?—No, I do not advocate an increase of tolls; I want a diminution of tolls on the sea-borne coal.

645. You were understood to say that the increased expense of sea-borne coals prevents you carrying coals to any extent into the interior?—I think we could not carry them to any great extent, but I think we could to some of the towns without the limits; taking Hertford, we did supply almost the whole of Hertford; but inland coal now comes there, and it is only the very best coal we can get into it.

646. Do you remember that within the last 20 years the tollage per mile on coals was 2 ½ *d.* per ton?—Yes.

647. And so tenacious were the railway proprietors at that time of disfiguring their line with coals, that they were obliged to send aprons to cover them up? —Yes.

648. Then if such were the case, the comparative increase of inland coals has arisen from the great reduction of tolls?—Yes.

649. Which you now say is a halfpenny per ton?—Yes.

650. And in some instances, where there are extensive contracts of upwards of 60,000, or 70,000, or 100,000 only a halfpenny a ton?—Yes.

651. You were understood to say that the inland coal is increasing in consumption?—Yes.

652. Another reason you gave was, the good quality of a large portion of the inland coal?—Yes, I think the reduction of the dues upon railways, and the cheapening of the transit of the coals, has led to a very great increase in the consumption. I am not one of those who complain of that. I think that the effect of railways has been to very much increase the consumption of all coals, and although the north country coals have suffered to a certain extent, by being supplanted by the inland coals, still we have benefited to a certain extent; not to the same extent; but we have benefited certainly by the increase of consumption consequent upon a reduction of price.

653. Were you right in saying that the north country coal has been supplanted by the inland coal; has it not arisen from this, that the increase of the population in the suburbs of the metropolis has absorbed the whole increase of the inland coals, without decreasing the quantity of sea-borne coal?—There is always a regular increase in the consumption of coals, of course depending upon the increase of house property. The total consumption of the house coal has not diminished; there has been a slight increase; but it is not such an increase as would have taken place if the inland coal had not come in. The inland coal has increased in a very much greater proportion than the sea-borne coals; and I know from my own experience, that the country places which were supplied exclusively with sea-borne coal, are now almost exclusively supplied with inland coal.

654. *Chairman.*] Is not that made up by the extra consumption in London; you do not find your coal trade decreasing?—The aggregate quantity of coal exported was more in 1852 than in 1851, but not such an increase as you would have naturally taken place but for the inland coals.

655. Sir *J. Walmsley.*] Adverting again to the question of quality, what difference is there in the value of the best sea-borne house coal, and the best Derbyshire house coal?—The Derbyshire house coal is not quite the best.

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The Yorkshire Silkstone is the best, and that, as I stated before, will compare with about the second-class sea-borne coals in London. It is necessary I should state that the price also depends upon the size of the coal, and being clear of dead small. By transmitting the coals direct from the pits, by railway to London, of course they come in a much better condition, and have a less quantity of small coals, than if knocked about in the ships; and therefore it is of a higher value on that account.

656. You have not stated what you think would be the difference in the value between the best Silkstone and the best Hetton?—I think about 3 *s.* a ton; between 2 *s.* and 3 *s.*; I think 2 *s.* is the least, and 3 *s.* rather high. I believe in some places you will find the inland coal selling at as much as 4 *s.* difference, but that is for a very limited consumption in gentlemen's houses.

657. *Chairman.*] Then as far as that goes, the 13*d.* being taken off would not bring the best inland coals upon a par with the best sea-borne coals?—Not in price, still it would check the consumption, because if we were to charge a shilling a ton more than we are charging now, it would turn the scale in favour of the inland coals.

658. You would not charge a shilling more, they would charge a shilling less?—That would have the same effect.

659. Mr. *Headlam.*] Did you not say that the average value of the sea-borne coal is less than the average value of inland coal?—It is; all the gas, manufacturing, and steam coal, which constitute a very large proportion of the importation into London, and all the third-class house coal, is beneath the quality of the inland coals.

660. Now, the duty presses the heaviest upon the coals of the least value?—It does.

661. So that the duty presses heavier at this present moment upon the coals imported by sea, than upon the inland coals?—It does.

662. Is it not the case, that the railroads, at this present moment, bring nearly as much, or as much as they have accommodation for, by land?—I believe it is the case at present, that they cannot supply the demand.

663. Then would it not be an advantage to the railway, if bringing in all that they can from the north, they were also to employ their railroad in taking a certain quantity northwards from London, which had been imported in the first instance by sea into the port of London?—They say it is a want of trucks, and that that is one of the great obstacles in the transmission of coals from London. They say they cannot spare the trucks; that is the excuse they make for not taking the coals down; whether it is so or not, I do not know.

664. Would it not appear that they would have the trucks to take back, which they brought full of coal from the north?—It is necessary to keep up a general system of transmitting the coals from the north; if they did not, it would delay it. I believe they could not do that very well. I certainly think that the railway companies might get considerable traffic by coals going inland, which would be an advantage to them.

665. Do the railways offer any material inducement for bringing coals the full distance from the north into London, when they come into competition with the sea-borne coal?—No; the railway company purchase the Durham coals; they purchase the coals at York; and the railway company themselves sell the coals at the King's Cross Station, and the different stations upon the line. They charge, in fact, a higher price for coals within 20 or 30 miles of London than they do in London itself.

666. Then the charge of a halfpenny a ton is in reality only imaginary, as it were, because it is not absolutely charged to any person?—It is not.

667. *Chairman.*] Do you state that the railway company charges a higher price for coals 20 miles from London, than they do in London?—Yes, I think so; they charge a higher price at Hitchin than they do in London.

668. Sir *J. Walmsley.*] Is there not some little mistake on this subject; you state that they charged a less price when they brought them a long distance; that is perfectly true, it does not depend entirely on the distance, but upon the quality also; is that not so?—I think it is, because there is no competition at those places; for instance, they will not allow the sea-borne coals to go down to Hitchin; therefore they have no competitors.

669. The question was with regard to quantities of coals coming a long distance; it does not depend on that distance alone, but upon the quantity

That

that the parties agree to send within a given period; is that not so?—I myself have had no experience of that. I do not think it is done so with Yorkshire coal; at least I have not heard of it.

670. You stated that the railways bring in coals to London, and sell them on their own account?—Yes.

671. Does that answer apply to more railway companies than one?—No, I think only to the Great Northern.

672. Mr. *Vernon.*] Do you mean that, supposing 10,000 tons of coal are to be sent to Hitchin, that then the railway would charge a proportionately higher sum for that than they would charge for 100,000 tons sent to London?—If you sent down 10,000 tons from London to Hitchin, and 100,000 tons from the north to London, you would be charged a higher price to Hitchin than to London.

673. Because Hitchin, only wanting a smaller quantity of coals, it is not worth the while of the railway to take that small amount of coals at the same price at which they would take the larger?—No, not for that reason.

674. *Chairman.*] Is what you mean to say, that the railway company charges more for coals at Hitchin per ton than they do at King's Cross?—Yes.

675. Supposing they supply the same quantity to Hitchin as to London, do they make a higher charge in Hitchin than in London?—They do, because there is no competition at Hitchin; when they come on to London they come in competition with sea-borne coals.

676. Take Welwyn, which is nearer London than Hitchin; are you aware, at this moment, that coals supplied by the Great Northern do enter into competition, and have, to a certain extent, thrown out the sea-borne coal at Hertford?—Yes, I believe so.

677. Do you mean that they charge a higher price for their coals at Welwyn, which is 25 miles from London, than they do at London?—I do not know the price of coal at Welwyn, but I presume they do.

678. And yet they are able to compete in Hertford with the sea-borne coal?—Yes.

679. Mr. *Headlam.*] Now, how far does the drawback interfere with the sea-borne coal in competing with the inland coal in the districts surrounding London?—It assists us in competing with them.

680. But supposing there was no duty in the Port of London, do you think you would be in a better position to compete with the inland coal at Hertford than you would be at present?—I think we should; I think if trade was free we should be better able to compete with them.

681. Perhaps you will explain in what way?—I mean the payment and collection of the dues fetter the trade; we cannot get the coals as freely transmitted as we should otherwise do.

682. Is not this the mode by which the inland coal comes into competition at a place like Welwyn: that the railway charges a small sum for carrying it downwards there from the north, and charges a larger sum for bringing coal from the Port of London northwards; is not that the case?—I do not know very well about Welwyn, how it is supplied.

683. What would be the practical effect of the competition between sea-borne coal and the inland coal by the destruction of the duty?—I think we should then be upon an equal fooling; the inland coal being exempted also.

684. Yes.—We should then benefit by being free to send any quantity, a truck load at a time.

685. *Chairman.*] With regard to the best coals, your better quality would come in to give you a monopoly, and drive away those other coals?—I do not think we should drive them out. I believe the trade has settled itself into this: that there is a certain consumption for best coals, and a certain consumption for second class or inferior coals. If you begin to push one more than the other, then you can only do so by a sacrifice of price. I have no feeling of hostility to the inland coals. I believe that is the way in which they would settle down, whatever the competition might be. I think there would be a certain amount of consumption for the best, and a certain amount for the second or inland coals.

686. Can you give any idea of what would be the probable increase of consumption in the London district, consequent upon an abrogation of the duty?—I have not made any estimate of that.

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687. The price of coal has diminished very greatly within the last four or five years?—It has, very much.

688. What, as between now and five years, should you say is the amount of diminution of price?—I should think it is 25 per cent.

689. And what taking 10 years?—Ten years would be, I should say, about 30 per cent.

690. What has been the increase of consumption consequent on the diminution of 25 per cent.?—The increase of consumption has been very considerable in some places. I speak not of the price of coal in the north, but in the districts through which the railway traverses the reduction in price has been 100 per cent. In Hitchin, and that neighbourhood, I suppose coals were selling at 36 *s.*, and now they are selling at about 18 *s.*

691. The question referred to the London district, which would be the only one affected by the abrogation of the duty; what should you think would be the increase of consumption, consequent on the diminution of price 25 per cent. in the last five years?—I could not very well state the figures.

692. The amount of the duty now is 13 *d.*?—Yes.

693. Would not the price to the consumer be increased a little more than 13 *d.*?—Not very materially.

694. Supposing the duty remitted, would the consumer get the advantage in price at once?—I have no doubt of that, the competition being so great now.

695. Sir *H. Meux.*] To the amount of the whole duty?—To the amount of the whole duty; no doubt of that.

696. Sir *J. Walmsley.*] You have stated there has been in the last five years a reduction of from 25 to 30 per cent. in the price of coal in this district of London; can you tell the Committee what has been the cause of that reduction?—I think, in the first place, the collieries are worked much cheaper than they were formerly; the application of machinery has enabled the coalowners to work the collieries cheaper, and the public has got the benefit of that. There has been a very great competition in the trade; certainly the profits have been very meagre; on the last 10, 12, or 15 years, generally, it has been a losing trade.

697. It has arisen in some degree from improved machinery, not applicable to the getting of coal, but to the raising of coal?—Both getting and raising.

698. You have stated that the reduction was greatly attributable to competition; perhaps you will give an answer to the point, from whence has that competition chiefly arisen?—Amongst ourselves; it was before the inland coal came in; and since the inland coal came in, we have had another struggle with competitors.

699. Then the chief bulk of the inland coal, and the increase of it, within the last five years, has been one of the principal causes of the reduction of price in the metropolis?—To a certain extent; no doubt the inland coal has cheapened the coal in London, and that class of coal.

700. Has it not done more than that; has it not caused a steady trade in coals, and with less fluctuation in price?—No, I think not; the price this last winter, for instance, has been more fluctuating than it has been some seasons; it very much depends upon the seasons, and the supply.

701. Mr. *Vernon.*] What is the amount of inland coal; is it a one-tenth or one-eleventh of the amount of sea-borne coal?—It is about one-fifth, and increasing very much.

702. Sir *H. Meux.*] The inland coal is still increasing?—Yes.

703. Sir *J. Walmsley.*] Do you inform the Committee that there has been much reduction in the price of getting coal, in the Midland districts, within the last few years?—I should think that the reductions which have been carried on in the Northern, will have reached the Midland districts.

704. Do you speak of your own knowledge to that fact; for instance, taking Leicestershire or Yorkshire, do you think there has been any material decrease in the price of getting coal for the last few years?—I think there has; the only colliery that I have examined in Derbyshire, was the Duke of Devonshire's. I think the cost of raising the coal there must have been cheapened very considerably within the last eight or ten years.

705. Is the price of coal from the pit's bank, at this moment, in any of the Yorkshire, Derbyshire, or Leicestershire collieries, less than it was five years ago?—At present the price is very much affected by the demand for it in the iron

iron districts and in the manufacturing districts; there has been rather a scarcity of coal about Birmingham and Manchester, and that has spread itself into the Derbyshire and Yorkshire districts.

706. But your answer would imply a greater decrease in the cost of getting; now is that the fact?—I do not know as to the price very well; how the price is now, compared with what it was eight or ten years ago in Yorkshire and Derbyshire.

707. Do you know that any railway company sells coals on their own account but the Great Northern?—No, I think not.

708. Do you know that they are?—Yes.

709. You know that of your own knowledge?—Yes.

710. Do you know whether that is in accordance with their Act of Parliament?—I have some doubts of that; I have seen the certificates made out by the railway company. I believe that some opinions have been taken about it; it is certainly a very injurious thing to the coalowners.

711. Then your opinion is, that they are acting in contravention of their Act of Parliament?—I cannot say that.

712. *Chairman.*] You state that it has been prejudicial to the coal owner; do you not consider that it has been for the benefit of the public at large?—No, I do not. I think if they were to throw the stations open to the coal owners generally, that the public would be benefited by it, because there would be more competition. The fact is, the Great Northern Company charge a very low rate for the conveyance of coal; and, I think, they get something out of the sale of the coals; for instance, at some of the stations, where there is no competition, they get a considerable profit by the sale of the coals, as at Hitchin and other places, more than they do in London.

713. Can you state what the price is in Hitchin as compared with London?—No; I think at one time, when they were selling coals at 17 *s.* in London, the price at Hitchin was about 20 *s.*

714. Mr. *Headlam.*] Will you explain how the railway selling the coals operates on coalowners?—It is a complete monopoly in the hands of the railway company, and they can exclude any person; they may take one person's coal and refuse another person's.

715. Do they refuse any coalowner who wishes to send coals upon his own account to sell at Hertford; for instance, upon paying the freight?—I can only say that I have not sent any.

716. Sir *J. Walmsley.*] Would not your answer to that question be simply this: that the low price at which they sell their coal in London, only receiving tolls and no profit, absolutely excludes other coaldealers from entering into that trade?—Yes.

717. Mr. *Headlam.*] Do you think they would throw any obstacle in the way of a coal-owner importing coals to Hitchin upon his own account?—The railway companies, first of all, make it a rule that you must send a very large quantity along the line; 25,000 tons is the minimum quantity. Now that is a very large quantity for one person; they certainly have sent no Durham coal along the line except Mr. Pease's.

718. Are you aware of any instance of a coal merchant proposing to supply any station on the Great Northern with coals, which they have refused to agree to in any way?—I am told by Mr. Plews, the agent of the persons of whom I purchased the Tees Walls End coals, the Messrs. Backhouse, that he made application to the company, and they refused. I believe there is no doubt of the fact, that they do refuse to allow any person to send coals except through them. They purchase the Durham coal at York; and in the negotiation which I have been engaged in myself with them, with reference to taking coals upon the line, the negotiation rests upon the price of coals at York.

719. Mr. *Ewart.*] Did you state that the Great Northern Company not only restrict the carrying of coal out of London, but also restrict it coming down from the north?—They purchase the coal at York from the Durham district, and they sell it themselves.

720. Mr. *Vernon.*] Was there not a difficulty on the part of the Great Northern Railway in getting a supply at low prices from the pits at which they used to be supplied, which forced them to make some other arrangements with another pit?—I believe a few months ago the Yorkshire coalowners, Lord Fitzwilliam and some others, raised the price of coal 6 *d.* a ton. I believe

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the railway company refused to send the trucks to Lord Fitzwilliam's collieries, and, of course, the works were put a stop to. Then they applied to some other person to supply them; I believe that person ultimately refused to supply them, and then they were obliged to pay the increased price.

721. Was not then the result of these negotiations, to a certain extent, a cheapening of the price, and so far a benefit to the consumer; did they not come to some terms, by which they got the coals at a lower price than was endeavoured to be exacted from them?—No, the same price.

722. Are you quite sure that is the case?—Yes.

723. Was not an arrangement made with certain coalowners on that railway, for the purpose of securing coals at a low price, in order to compete with and keep down the price at Lord Fitzwilliam's or other collieries?—No, I think not; I think it was only when they attempted to force the Yorkshire coalowners, including Lord Fitzwilliam, into terms, not to raise the price of the coals. But I think the person whom they wanted to supply them, when he knew of the circumstances, refused to let them have the coals. Then they came back to Lord Fitzwilliam, and the other Yorkshire coalowners, who put on the additional 6 *d.*

724. Was there not an opinion among the workers of these coal-pits that they would be able, by the Great Northern being the most convenient mode of access to London, to get the monopoly, and so raise the price on the railway?—No, I think not. I think the increased price was justified by the increase of wages that they had to pay.

725. Are you not aware that there was considerable difficulty in supplying the London demand by the railway?—I think there was; I think it is limited in the first place very much to the ability to work coals in that district, and then it is limited by the fact that it comes really to one point in London, and that they cannot without a great expense spread the delivery over the whole of it.

726. Assuming that, your case is, that railways should make certain regulations with regard to the quantity, and as to the delivery of coals which should be consistent with the safety of the railways?—I think they ought. It is quite right that they should make any regulations with respect to the transmission of coals; but still, I think, railway companies should not become merchants. I do not object to them making any arrangement for the transmission of the coal, but I do object to railway companies becoming merchants.

727. You suggested, as one reason for abolishing, or reducing the coal duty, that the low price coal might be brought in?—Yes.

728. Would it be worth sending that unscreened coal at the cost of a halfpenny a ton per mile by the railway?—I think it would not. It applies more particularly to the coals sent by sea. I do not know that there is much of the very small coal sent by railway.

729. Do you think it would be worth while to get rid of this refuse stuff by railway?—I do not think there would be much come by railway; there would be a good deal by sea.

730. You do not think there would be any come by railway?—The dues would operate against it very much by railway, coming into the city of London.

731. Then, in fact, you consider that the amount that would have to be paid per mile, per ton, would be heavier than the dues and other payments made by sea?—What would operate partially against that is, that the Yorkshire coalowners have a better demand for their small coal for manufacturing purposes in the vicinity of the collieries than there is in London. Now that is not altogether the case with sea-borne coal. There are thousands of tons of the sea-borne description of coal burnt in heaps, entirely consumed. You never see a burning heap of coals in Yorkshire. The manufacturers in the locality take off that low description of coals. It would not be their interest to send a long distance, and get a less price for it.

732. Your objection to the present system is, that the proprietors of the plate glass works, for instance, consume at present the low priced coal?—They do so, in the first place, for cheapness; and next, that it is the description of coal that suits their purpose.

733. It appeared to me by your answer that you intended to say they would be able to get the superior coal?—They would get the same coals in a better condition.

734. *Chairman.*]

734. *Chairman.*] An abundant supply?—Yes.

735. You were understood to say that this tax of 13 *d.*, being levied upon this indifferent coal, although it suits their purpose, presses very naturally heavy upon them?—No doubt.

736. And if it were taken off, they would be able to employ a large quantity of coal in a better condition?—The consumption would be increased.

737. Mr. *Headlam.*] Would they be able to produce the article they make there so cheap, as to be able to compete with foreigners?—No doubt they would be better able to compete.

738. Mr. *Vernon.*] At what price can you sell these Wallsend coals, which come by railway to London, at the railway station?—There are very few which come to London at the railway station; but they would be sold at the railway station at about 18 *s.* a ton.

739. How much would it be at the pit's mouth?—About 6 *s.* 6 *d.* a ton.

740. Then the conveyance would be about 12 *s.* or 13 *s.* more, at a halfpenny a ton?—Yes; including the city dues, the 13 *d.*

741. Then that coal would not be sold under about 22 *s.* a ton at that rate?—No; about 20 *s.* 6 *d.*; they would add about 2 *s.* 6 *d.* to it; such coal is now selling in the market at 18 *s.*

742. Then, if a large quantity of coals is sent by the railway, it is not charged a halfpenny a ton?—There is no case that I know of in Yorkshire and Durham where it is charged less than that. I believe there is some Derbyshire coal; Mr. Barrow's coal; and Clay Cross coal, the owners of which had some contract that if there were a certain quantity sent, the price would be reduced.

743. *Chairman.*] You stated that the Great Northern would not carry less than 25,000 tons; do you know that they have ever refused to carry a less quantity than 25,000 tons?—Yes, I understand they consider that necessary; they say, for one colliery, they should at least have 25,000 tons. The York and Berwick do the same. And all these coals must pass over the York and Berwick.

744. Sir *J. Walmsley.*] That is, they carry 25,000 tons a certain distance?—No. If I go to the York, Newcastle, and Berwick, wishing to send coals to London, or along the Great Northern, they say, "We will not do that, unless you agree to send 25,000 tons as the minimum quantity."

745. But then they say you must send them a certain distance, if they send 25,000 tons at a less price?—No; they do not make any stipulation as to distance.

746. Apply that to the North Western, for instance; their quantity is now 25,000 tons, I think?—I do not know; I understood that their rate depended upon the quantity.

747. But not less than 25,000 tons?—I do not know that.

748. *Chairman.*] Taking Hitchin, it is not likely that any one there would give an order for such an amount as 25,000 tons?—That would be spread over the whole line.

749. Do you know of your own knowledge that the Great Northern Company sell coals on their own account?—I made inquiry some months ago at Hertford, of a coal-merchant there, and he furnished me with the certificates and invoices of the delivery of the coals from the railway company to the merchant, and these were made out in the name of the company.

750. What is the price of your coal at York?—Mr. Pease's price is 8 *s.* 6 *d.* I have offered to supply Tees Wallsend at 9 *s.* 6 *d.* It is a better quality of coal by a shilling a ton.

751. Yours is a shilling a ton higher, then?—Yes; I have offered to supply another description of coal at 8 *s.* 6 *d.*

752. Sir *J. Walmsley.*] What is the distance?—One hundred and seventy-six miles.

753. And the tonnage?—A halfpenny a ton. The dues are 8 *s.*, and then the city due is another shilling.

754. *Chairman.*] Can you state whether the Great Northern Company has charged for the carriage of coals, only plus the price they have to return to the coalowner?—I think the price in London is the price, in the first instance, of the coalowner, to which add 8 *s.* for railway dues, and 13 *d.* for the city dues. It does not appear that there is any profit made by the Great Northern Company upon the coals sent into London, but I presume there must be at some of

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the stations short of London, because there they charge a higher price for the coals.

755. Is their profit, then, upon the carriage?—Yes.

756. That would be a legitimate profit for a company whose business it is to convey goods, would it not?—Clearly; any profit upon the dues, of course, is a legitimate profit; but I think, as I said before, it is injurious to the public that they should be merchants.

757. Mr. *Headlam.*] Do you say that the property of the coals goes from Mr. Pease in York, and that they are sold in London as the property of the railway company?—Mr. Pease receives payment for the coals at York, and he states he has nothing whatever to do with them afterwards.

758. So that when they are sold in London, if they are sold at more than 8 *s.*, in addition to what they gave for them to Mr. Pease at York, it is profit to the railway company?—No doubt.

759. So that, in fact, they are not merely paid for the transit of the coal upon the line, but they are speculators in the coal itself?—Yes.

760. And, as far as you know, their object is to carry on the whole trade in that form?—Yes.

761. Both with respect to London and the intermediate stations?—Yes; they have an agent at Doncaster, who is the coal traffic manager; they fix the price they charge to the public at all the different stations; the coalowner has nothing whatever to do with it, and the same with the Yorkshire coals.

762. And the same principle prevails on the railway from York, that the railway company purchase it, and charge their own price for it afterwards?—Their railway commences near York.

763. With respect to Mr. Pease, you say the company become entitled to the coal at York?—Yes.

764. With respect to the coal that comes into the railroad station at York, the same principle prevails?—They purchase the coal, in that case, at pits in Yorkshire.

765. Then, is it your opinion that it would be better both for the public and the coalowners that that system should not be continued?—I do think so. I think a system by which each coalowner has an opportunity of selling his own coals is more beneficial to the public than putting the sale in the hands of the railway company.

766. Do you think the trade ought to be carried on by every coalowner himself providing coals, paying the railway dues, and continuing the proprietors of the coals, until they are sold at the respective stations on that railway?—That is my opinion.

767. *Chairman.*] But, practically, every railway company has only a certain number of coal trucks?—Yes.

768. Do you not think it is quite possible, even then, that a railway company might show favouritism; they can only send a certain number of coals in the course of the year; would they not be quite as liable to give the benefit of that coal trade to any individual, or any two or three, as keeping it to themselves?—No doubt it is in the power of the railway company to do it; I believe we are endeavouring to get something done in the amalgamation committee in that respect; but we do not find practically that there is any favouritism. On the York, Newcastle and Berwick, where there is a very large coal trade, and on the York and North Midland Railway, that system is carried out, and the coalowners are perfectly satisfied with it, and have nothing to complain of.

769. As regards the consumer, you do not think the Direct Northern, carrying the coals in the way they do, that the consumer is benefited by it?—I think not; it is a complete monopoly in the hands of railway companies; they can charge whatever they like at the stations, and as they profit by an increase of charge, of course they do that to the utmost extent short of fettering the traffic.

770. Can you give the Committee any information with respect to the question of colliers; can you state whether the number of colliers building is increasing or diminishing owing to any circumstance?—At present there is a stop put to the building of collier vessels, owing to the very great demand for large vessels, foreign. At Sunderland, which was a great place for building collier vessels; there were always about 80 or 90 ships on the stocks at a time; I believe

there

there has scarcely been a collier built for these last two years; there is a larger class of vessels building for the foreign trade.

771. You do not wish the Committee to understand that that is owing in any way to the competition of coals brought inland by the railroads, but you say it is owing to the demand for larger vessels for the foreign trade?—It is.

772. Has the freight by these colliers increased?—It has this year; the freight this year has averaged a shilling a ton more than last year.

773. Would not that be caused to a certain extent by the fluctuation in the price of coal?—Yes, and by the demand for shipping.

774. Sir *J. Walmsley.*] You have stated that Mr. Pease is selling his coals at 8*s.* 6*d.* per ton?—At York.

775. And that you could afford to sell a better quality at 9*s.* 6*d.* per ton?—Yes.

776. Are you able to state what the Great Northern are selling such a quality of coals for, if they do sell such a quality of coals, exclusive of the delivery, which we will take at 2*s.* 6*d.* per ton?—I do not know the price at this moment; I think it is 18*s.*

777. *Chairman.*] That is, delivered at 18*s.*?—They would not be Mr. Pease's coals.

778. Sir *J. Walmsley.*] What is the price, delivered to the consumer, of the best quality of coals sold by the Great Northern?—I should think 20*s.* 6*d.*; but it would probably be better to get that from some other gentleman.

779. Taking it at 20*s.* 6*d.*; if we deduct 2*s.* 6*d.*, which is the cost of delivery, that would leave 18*s.*?—Yes.

780. Now, you say that Mr. Pease sells his coals to them at 8*s.* 6*d.* at York? Yes.

781. And that the dues to you, if you had to send them from York, would be 8*s.*?—Yes.

782. How much would your waggons cost you?—That includes waggons.

783. The 8*s.* includes waggons from them?—Yes.

784. Then your dues would be 1*s.* 1*d.*?—Yes.

785. What would your wharfage be?—I think they charge 6*d.* for wharfage.

786. That is 18*s.* 1*d.*?—Yes, 18*s.*

787. They are themselves selling at 17*s.* and 18*s.*?—I think the price at the wharf, not delivered, is 18*s.*

788. Then that totally excludes, by 1*s.* a ton, any coal that can be sent in that way?—Yes.

789. Then the price delivered in London totally excludes your coal from being sent on their railway, at their tolls, and in their waggons, by 1*s.* a ton; is it not so?—No; it is a lower price than my coals can come at; but my coals are worth 1*s.* a ton more in London; for instance, Mr. Pease sends the same coals by sea as I do. They do not, when they come to the London market, fetch within a shilling a ton of the price of Tees; but my coals would be one shilling dearer, and they are more than one shilling better.

790. The answer at once would be, your coals being so superior to Mr. Pease's and the others, that you would be able to get a larger consumption?—I think so.

791. Then this is your real objection to selling coals by the Great Northern?—I do not think there is any objection to selling it, except that they will not give the 9*s.* 6*d.* for it.

792. Then your wish would be to send your coals and compete with them, if they were to allow you?—If I could get the price, I should send them.

793. Mr. *Ewart.*] But if you were to get the same price, you cannot send them now?—No.

794. Sir *J. Walmsley.*] From your general knowledge of the coal trade, are you not able to give the Committee a great deal of information as to the area of the coal fields in Yorkshire, taking the second quality of coals, and, also, with regard of Derbyshire and Leicestershire, which are the three great counties from which inland coal is derived for the supply of the increasing population of the metropolis?—I am not prepared to do so at present; it requires a calculation. If the object of the question is to ascertain what the duration of the supply of coals will be, I think it will go on for 500 years.

795. That answer, as to 500 years, would entirely depend on the quantity consumed during those 500 years?—It would.

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796. Have the coal fields of Yorkshire, Derbyshire, and Leicestershire, within a few years, been greatly developed, and are they capable of very much greater development?—I should think they are capable of more development, but, practically, there will only be a certain amount of consumption for that description of coal, so long as the Durham coal fields supply the best coals; for instance, I think the whole of those coals sent to London are house coals. I think the consumption of house coals of all descriptions is something like 1,200,000 tons in London; it may be 100,000 more or less. A portion, probably half of that, is best coal, superior in quality to Yorkshire coal. If you press the supply beyond that, you can only do it by bringing the price down below what would be a paying price to the coalowner.

797. Then, again, is there not a considerable consumption of coals in the districts of Yorkshire and Derbyshire for making iron, and other purposes?—Yes, there is.

798. So that, in fact, the coalowners of the north have no real grounds to fear that the quantity of their best coals which they may henceforth send to London will be materially diminished?—I never had any fear, if we have fair play; I mean, if the charges are taken off us which are not borne by the inland coals, that there will be an overwhelming consumption for the best Yorkshire coals.

799. Now could you give any idea as to the area of those two coal fields?—I could do so. The Yorkshire coal field does not supply any gas coal; it does not supply any steam coal and coking coal; all these descriptions of coal is out of the limits of transmission to London.

800. Mr. *Ewart.*] When did the inland coal begin to compete with sea-borne coal?—As soon as the Great Northern Railway opened.

801. Not before?—Not to any extent.

802. Had the price of coal fallen anterior to that time?—Yes.

803. Had your cheaper machinery, and the means of reducing the cost of production, that you have already referred to, before the railway competed with you, reduced the price of coal?—Yes.

804. How much had it been reduced?—I cannot tell at this moment.

805. But the material reduction has been since the opening of the entire country by the railway?—I think it has been diminished more since the Great Northern has been opened than it was before.

806. *Chairman.*] Then summing up your evidence as regards the duty on coals, do you wish the Committee to understand that, in your opinion, the coal tax affects the trade of the metropolis, especially as regards the small coal used in plate glass works, and other smelting trades where coals are used?—Yes, that is so. I think it operates as prejudicially as any tax does upon the consumption, and I believe the amount is more than the average profits the coalowners have made within the last 10 years.

807. And as regards the drawback, although it has had practically a good effect in some cases, yet you consider the working of it might be improved, especially with reference to the necessity of employing men to weigh?—I think the trade is very much indebted to Mr. Scott for the manner in which he has carried out the whole affair. I do not know whether it is incidental to obtaining correct returns of the drawback, that those regulations should be carried out, but I think the meters should be paid, not by the coalowners, but by those who get the tax. Then I think it is a very great hardship that we should be saddled with 4 *d.* upon coke in addition.

808. Sir *H. Meux.*] What was the price at Hitchin, three years ago?—I should think before the opening of the railway it was 35 *s.* or 36 *s.*

809. What are they now?—About 18 *s.*

810. That alteration has been produced entirely by the opening of the railway?—Yes.

811. *Chairman.*] What is your complaint with reference to the drawback upon coke?—The objection is, that we do not obtain the whole of the drawback upon coke; we only obtain two-thirds of it.

812. The difference between 9 *d.* and 13 *d.*?—Yes.

813. That difference going to the fund created by this coal tax?—Yes.

814. Mr. Alderman *Cubitt.*] How much is the drawback on coke?—It is 1 *s.* per ton; but then, in order to obtain a ton of coke, you must pay the duty on a

ton

ton and a third of a ton of coals, because a ton and a third of coals only makes a ton of coke.

815. Coke loses a third in weight?—Yes, about that.

816. Sir *J. Walmsley.*] Is there any other mode of conveying coals into the interior from the Pool, besides that of the railways?—Yes, it is conveyed from the Pool by barges, as well as railways.

817. You know the River Lea?—Yes.

818. Is there a large quantity conveyed along the River Lea into Hertford and other places?—Yes.

819. Do those barges go alongside the colliers?—Yes.

820. Does the River Lea compete successfully with any railway?—It competes with the Eastern Counties.

821. It is able to compete successfully with any of the railways by means of the barges going alongside the colliers; and therefore, so far you would not be injured by the greater amount of toll upon the back carriage than that which is charged in other ways?—I do not know the precise quantity that is taken up the River Lea at present. Mr. Bell, who conducts the traffic, would be able to inform the Committee as to that.

822. Sir *H. Meux.*] Is not carriage by canal invariably cheaper than railway carriage?—It is higher than the Great Northern.

823. By the canal?—Yes.

824. Sir *J. Duke.*] But, practically, with reference to a former question, do not the railroads go alongside the colliers too?—The railways do.

825. Mr. Alderman *Cubitt.*] What is the general opinion of the trade with regard to the operation of the Coal Act of 1851 allowing drawback?—I think it is favourable.

826. Is there any desire in the trade to repeal the Act?—Not the least; the desire is, that the whole dues should be repealed. That Act has operated beneficially upon the trade.

827. *Chairman.*] That means the coal trade?—Yes.

828. Mr. Alderman *Cubitt.*] With regard to coke, you feel it to be a grievance that you are only allowed weight for weight in the drawback upon the coke, whereas it takes a ton and a third of coals to make a ton of coke?—Yes, we say that the drawback ought to be on the quantity of coal consumed in making the coke, and not on the coke.

829. Would that make any great difference?—It would be a benefit to the coke burners within the limits of the City.

830. Where are the coke burners?—I myself am concerned with two extensive ones, one at Blackwall, and the other near to Bow.

831. Sir *J. Duke.*] You have stated that you do not mind competition in trade if there is anything like fair play?—Yes.

832. Do you think it would be disadvantageous to the coal trade of Northumberland and Durham if the railway City dues were taken off coals coming by railway?—I think it would be very disadvantageous to the coal trade of Durham and Northumberland if it were taken off inland coals, and not taken off coals coming by sea.

833. *Chairman.*] The increase of quantity would not make up for that?—Certainly not; I think, whatever is done must be done generally, and applied to both.

Mr. *Harry Inskip,* called in; and Examined.

834. *Chairman.*] ARE you a resident in Hertford?—Yes.

835. Are you carrying on business at Hertford?—Yes; seed-crushing.

836. Are you a consumer of coals in your district?—Yes, rather largely.

837. Has the town of Hertford always been taxable with the City coal dues?—I believe so; always.

838. Can you give the Committee any information with reference to the town of Ware; the town of Ware is outside the limit of the area of taxation, is it not?—It is; Ware is without the circle.

839. And therefore coals coming from the port of London to Ware receive the drawback from the City?—They do.

Mr. *H. Inskip.*

12 May 1853.

840. What is the distance between Ware and Hertford?—About two miles; not so much by the rail or the river.

841. Then coals consumed in Hertford, which is two miles from Ware, have the City dues to pay, whereas coals consumed at Ware, which is two miles further off, have the City dues remitted by the drawback?—Yes, exactly so.

842. Can you state what the effect of that is as regards the consumption of coals in the town of Hertford?—It very much reduces the consumption; in fact there is scarcely any brought there except for the consumption of the town.

843. Does the coal brought by the Great Northern Railway to Welwyn compete also with the sea-borne coal in Hertford?—Very much indeed; we used to serve the district in the neighbourhood of Hertford for a long way round previous to the opening of the Great Northern Railway, and now, of course, we are closed up, being on the very outside of the circle; in fact we are far beyond it. You cannot get coals from London to Hertford by less than 25 or 26 miles by the rail and 29 by the river; you cannot get coals by any nearer distance.

844. Can you state whether the Act to which allusion has been made, the 14th & 15th Victoria, called the "Direct Line Act," in which those words are, had any effect upon the supply of coals to Hertford, and the price in Hertford?—Yes; it has raised the price 1 *s.* per ton.

845. Then the effect of that Act upon the town of Hertford was to increase the price of coals?—I do not know that it increased the price, but it allowed the price to remain 1 *s.* higher there than in any other place without the dues; for instance, Ware, where coals are obliged to come, it is out of the city dues district. Ware is two miles from Hertford, therefore we consider Hertford is the exception, and a very hard case indeed.

846. Do you say that coals going by railroad from London to Hertford must go through Ware?—They must.

847. When at Ware they are free to receive the drawback; they have paid the duty originally in London, but they get taxed again on coming into Hertford?—Yes; it is very injurious to the trade of the town, and interferes very much with the labour at Hertford.

848. Can you state whether there has been any agreement, or any understanding, come to between any parties in the town of Hertford and the City Remembrancer, or the solicitor to the Treasury, with reference to Hertford being made free of this toll?—Yes, there were several meetings at Hertford on the subject, and a meeting of the town council; and a deputation was sent from the town council to wait upon the City officers, and I believe the solicitor to the Treasury. I was not one of the deputation, and therefore I cannot say what passed; but it was understood, after several meetings, that the duty would be taken off; and at last there was a report in Hertford, and the rejoicings were general, that the duty was taken off.

849. Is there not a Bill before the Committee of this House with reference to the River Lea Company?—I believe there is.

850. Are you aware that there was a clause in that Bill to exempt Hertford from the duty?—Yes, I saw it; that came before me as one of the town council of Hertford, and I read it.

851. When that clause was inserted in the Bill originally, was there any understanding in the corporation of Hertford that it would pass through Committee with the consent of the solicitor of the City?—I cannot say; I only know it from report. It was reported that it required an Act of Parliament to exclude Hertford from the tax. That clause was put in by the suggestion of the council. I believe the clerk to the trustees of the River Lea proposed that they should get over that difficulty by inserting this clause for them in their private Act.

852. So as to save the corporation of Hertford the trouble of getting an Act on purpose?—I believe so.

853. What became of this unfortunate clause?—I understand that they opposed it, and erased it.

854. Who will be able to give any positive information on that?—Mr. Marchant, the clerk to the trustees of the River Lea. He is in town, and knows the

the whole of the particulars about the boundary, and everything of that sort. All I have said is from report.

855. As a merchant and trader in the town of Hertford, you complain of the fact that the town of Hertford should be liable to this tax?—I think it is an exception to any other place I have heard of; we are 26 or 27 miles from London, and yet we are considered within the dues.

856. The area of taxation is supposed to be 20 miles as the crow flies?—No one can bring coals any shorter distance; there is no way of conveying them less than 25 or 26 miles. I believe it is 26 miles.

857. Are there posts put up on the roads between Hertford and London?—There is a granite column, put up, I believe, by the corporation of London, within these 12 months.

858. Since the Act?—Since the new Act. It is quite new. We did not know what it was put up for in Hertford.

859. Are there any bye-lanes, that you are aware of, by which you can evade the vigilance of these gentlemen?—I do not know that there are any lanes by which coals can be brought without going past that stone.

860. There are no bye-roads into Hertford, that you are aware of?—No; there is the direct road from Ware to Hertford, and there is the river and the rail.

861. Sir *H. Meux.*] Do the coals which come by the Great Northern pay the tax equally with the coals which come through Ware?—If they come past the boundary mark on the rail. Welwyn is out of the district, and Hertford is in.

862. Do the coals which come from Welwyn to Hertford pay the tax?—I do not know that any have been fetched from there, because if they came into Hertford they would be considered liable.

863. *Chairman.*] Does the boundary of the area of taxation take in a part of Hertford, and not another part, or does it take in the whole town?—I cannot tell exactly; I know it comes to within a stone's throw of my mill and the gas-works; they are both in.

864. Is there any mark or post put up by the city of London on the road between Hertford and Welwyn?—None whatever, that I am aware of.

865. Then the coals coming from Welwyn can come that road without being taxed?—Yes, unless they were interrupted by some persons stationed on that road.

866. Is the town of Hertford supplied with coals by the River Lea?—Yes; they come also by the Eastern Counties Railway; I believe they come half by rail and half by barge.

867. Can you tell what the expense is per ton by the River Lea, and by the rail to Hertford?—There is very little difference; I think about 4 *s.* each per ton by rail and by water. We have ours by water, because we empty them from the barge into the mill, which is on the banks of the river.

868. Sir *H. Meux.*] Is the price the same by barge as by rail?—Yes; we bring no more coals into the town than we actually want; people have to pay this 13 *d.* a ton duty, and they will not send their corn or their goods to Hertford in consequence of being able to get their coals at Ware at 1 *s.* a ton less; and they do not like to go back again empty.

869. They get their back carriage?—They get their back carriage in coals, and so they go to Ware in preference to Hertford.

870. *Chairman.*] Do you consider that this tax materially affects the town of Hertford?—Very materially indeed, because we are 26 miles the shortest way, and yet we are included in the duty.

871. Mr. Alderman *Cubitt.*] The town of Hertford would not have been in a worse position now than it has always been if it had not been for the Act of 1851, which allowed the drawback?—We should not have been in a worse position; it was not felt then, because the duty upon coals was levied upon all coals that came out of London, wherever they went to.

872. Then the injury which has been inflicted upon your town arises from the advantage which is derived by Ware?—Not exactly Ware.

873. Mr. *Vernon.*] By your neighbours generally?—The Great Northern brings coal close up to the borders of the circuit, without duty; consequently, they come to the very houses of our town. We should sell a great many coals if we were allowed to bring them in without the 13 *d.* duty. The sea-borne

Mr. H. Laskip. 2 May 1853.

coals we get from London are preferred before the coals that come up by the rail.

874. *Chairman.*] In short, the tax prevents a trade in coals in Hertford?—And where the boundary is.

875. Mr. *Vernon.*] The town of Hertford would be quite satisfied if the line was fixed at 18 miles instead of 20?—I do not know.

876. Sir *H. Meux.*] Before the Act of 1851, and before the Great Northern Railway opened, could coals be brought in without paying the London duty?—I do not know at all how that is. Mr. Marchant, the clerk to the trustees of the River Lea, will give you every information. I merely came up here to-day because Hertford should have a voice in it. We expected that we should get our reduction in another way.

877. *Chairman.*] Was it your wish to be examined; because it has been generally understood by the corporation of the town of Hertford, and the leading men of the trade, that there was an intention on the part of the Government and the city to allow Hertford to be free of this tax?—Certainly.

878. And that is only owing to this clause being expunged from the River Lea Bill, that you have opened your eyes to the fact, that you are not to be free?—Exactly so.

879. In consequence of that you came to me and requested to be examined to-day?—Entirely.

880. There is great disappointment, is there not, in the town of Hertford, in consequence of what they consider the misunderstanding?—We should have made a very great stir about it, if we had not expected that we should get it out of the River Lea Bill, but we find we have been deceived.

881. Mr. *Vernon.*] Has the town of Hertford much communication in the way of trade with London?—Very great.

882. Is there much traffic by carts and waggons?—There is the rail and the river; I should not think much.

883. By carts and waggons; the question referred to the high roads?—There is clover, hay, and straw.

884. And fruit?—And fruit. I think the principal part of the flour and malt, and everything of that kind, heavy and bulky goods, goes up by the rail and the river.

885. Is there not a very considerable communication, in the way of trade, between Hertford and London, by waggons and carts, and ordinary conveyances?—I do not think there is a great deal.

886. *Chairman.*] Do they not send fat lambs to Smithfield Market?—Yes.

887. Do not the fat lambs generally go by lamb carts?—They do in some districts. I think they send some by rail.

888. So far, Hertford would be interested in the improvement of the metropolis?—Yes.

889. Hertford is connected with the trade of the metropolis, and, being so connected, is it not interested in the thoroughfares of London being in good repair and in good order?—We do not use the London thoroughfares much; the people of Hertford come to Mark-lane as much as any town in England of the size, once or twice a week.

Mr. *James Renat Scott*, called in; and further Examined.

Mr. J. R. Scott.

890. *Chairman.*] IS there any portion of your evidence given the other day that you wish to add to?—There is one answer I should wish to alter; I did not completely understand the question as put at the time.

891. Which is the question?—It refers to the question whether there is any place that is taxed where railway coals having gone out, are afterwards brought in again. That refers to the town of Hertford, where there happens to be a bend, and the railway extends half a mile beyond the distance of 20 miles. The coals from the Port of London are coals from the inland counties, and must necessarily go out, through the town of Ware, before they come in again to the town of Hertford.

892. Can you state, with reference to the town of Hertford, whether the whole of the town is included in the area of taxation, or only a portion?—The whole of the town.

893. Then

893. Then is there any post or mark on the road between Welwyn and Hertford by which the City tax can be levied?—There is none at present, but it is the intention of the committee to place one, for I have found that recently coals from the Great Northern Railway are now brought in small quantities by road, to compete with coals at Hertford.

894. And that power you have under the Act to which allusion has been made?—Exactly so.

895. If it had not been for the passing of that Act, you could not have taxed the coals so coming into the town of Hertford?—The public pleaded that they were not aware of the precise point where they became liable to duty, but the post now indicates that. As it now stands, parties in charge of carts passing cannot plead that they are not aware where the twenty mile boundary commences.

896. Then, at this moment, there being no post of that kind, you have, practically, no means of levying the City dues upon coals which are brought from the Great Northern, at Welwyn, to Hertford?—We have, practically: the arrangements are being made at the present moment; but we do not press the public if there is an excuse made that they are ignorant of the fact as to the precise spot where the boundary commences. It has been my habit, with reference to parties carrying on the coal traffic on the common roads, to supply them with a section of the Ordnance map, marked precisely according to the official map in my office in the Coal Exchange.

897. Then as regards that particular district, the practical effect of your Act of 14 & 15 Vict., will be to extend the area of taxation in this way, that you will be able to tax persons whom you had no means of getting at before?—No, Hertford has invariably paid indirectly the duties upon sea-borne coal, as I stated when I was last examined.

898. Why, indirectly, it is payable within the area of the town?—Not only within the area, but places 15 miles beyond the area have paid indirectly, inasmuch as the buyers purchase the coals in the London port, where they pay the duty. The coal traffic on the Eastern Counties line commenced in the latter end of the year 1850, when they brought about 200 tons. They began to pay the duty about the month of July 1851, I believe, stimulated very much by the fact of the present Act being then about to be brought in to enforce the payment of the duty; but sea-borne coals, as I stated, have, within these last 10 or 20 years, gone down almost as far as Cambridge, and paid the duty to the corporation of London.

899. Sir *H. Meux.*] Before that Act of 1851, could inland coals come in?—There were no inland coals in that locality; they could if there had been any means, but not without being liable to duty. I would state with reference to the evidence of the last witness, as to the coal traffic of the town of Hertford, that I believe the principal merchant of that town could be brought in evidence to prove that it is not in any way restricted. He pays the duty upon such as are indicated by his map to be within, and he receives a return of the duty upon every ton of coals to be consumed in Ware, or places 10 miles beyond. Mr. Gripper, of Hertford, can give evidence of that fact.

900. Mr. Alderman *Cubitt.*] Before the Act of 1851, had the duties been imposed in the town of Hertford?—Since 1845 Hertford has been liable to the payment of duty, but inasmuch as from 1850, which is the period when the traffic commenced on the Eastern Counties line, it was only and wholly supplied through the port of London, the question did not occur. Before that year they were paying the duty not only at Hertford but Ware, Sawbridgeworth, Bishop Stortford, and other towns more to the north. The operation of the Act of 1851, brings the rival towns of Ware and Hertford in rather an unfavourable position as regards this tax, Hertford paying the tax and Ware being exempt.

Jovis, 26° *die Maii*, 1853.

MEMBERS PRESENT.

Sir John Shelley.	Mr. W. Miles.
Mr. Masterman.	Sir Henry Meux.
Sir Joshua Walmsley.	Mr. Lowe.
Mr. Ewart.	Mr. Ker Seymer.
Mr. Headlam.	Mr. Alderman Cubitt.

SIR JOHN SHELLEY, IN THE CHAIR.

Edward Tyrrell, Esq., called in; and further Examined.

E. Tyrrell, Esq. 26 May 1853.

901. *Chairman.*] CAN you give the opinion of the law officers of the corporation in reference to the corporate seal as a collateral security for money borrowed by the corporation?—I have the opinion of the Recorder upon that point. The question submitted to the Recorder was, "Whether the Bank of England, and other persons who have advanced the several sums of 40,000 *l.*, 300,000 *l.*, 200,000 *l.*, and 40,000 *l.*, upon the security of the prescriptive duty on coals belonging to the corporation of London, have any remedy against the other property of the corporation of London in the event of the said duty on coals not being adequate to repay the said several sums and interest?" The opinion of the Recorder is, "I am of opinion that, though the sums raised are specifically charged on the coal duty, yet, in case of the insufficiency of that fund, the other property and revenues of the corporation would, subject to any preceding charges, become liable for the amount remaining due."

902. Then that bears out what we find in question 559; "Then, in fact, supposing Parliament were to make an alteration with regard to this 4 *d.* duty, there is the collateral security of the corporation seal as a security to those who advanced money;" is that so?—That is so, according to that opinion.

903. On the first day there was a question asked as to whether there was any bond given at the same time by the corporation to the persons of whom you borrowed money, and the answer was, that such a form as you gave them could be produced before the Committee; is that so?—Yes; but it was thought afterwards that we could not properly produce those bonds without having the consent of the mortgagees for that purpose, and the opinion which I have handed in, I think, must give every information to the Committee.

John Marchant, Esq., called in; and Examined.

J. Marchant, Esq.

904. *Chairman.*] WHAT are you?—I am Clerk to the Trustees of the River Lea Navigation.

905. The Committee is anxious to ascertain the facts of the case with reference to some evidence given on the last meeting with regard to the town of Hertford; can you give any information respecting the drawback having been in any way promised, or held out to the inhabitants of the town of Hertford?—I believe I can. Very shortly after the passing of the Act of 1851, I received an official communication from the town clerk of London, calling upon me, on behalf of the trustees of the River Lea, to appoint an engineer or surveyor to meet the City architect for the purpose of fixing a point upon the navigation at which the boundary stone should be placed. I believe it has reference to the 17th section of the Act. This is the communication that I received: "Guildhall, September 6th, 1851. Sir, In pursuance of the provisions of the Act of Parliament recently passed relative to the coal duties, I am instructed by the coal and corn and finance committee of the corporation of London, to request that you will be good enough to take measures for the appointment, at as early a period

a period as possible, of an engineer or surveyor to communicate with Mr. Bunning, the City's architect, so that the point on the Lea navigation may be determined which shall be the boundary, under the terms of the Act, of the London district with reference to such river. I am, Sir, your obedient servant, *H. A. Merewether*." I also received a communication, dated the 15th September 1851, from the town clerk, which I will read: "In pursuance of the provisions of the late Act of Parliament relative to the coal duties, I am directed by the coal and corn and finance committee to request that you will be good enough to arrange that some lock-keeper on the river Lea navigation may be duly instructed to make the returns required by the said Act, to the clerk and registrar of the Coal Market, to whom, if you please, it will be desirable to communicate the arrangement made as soon as possible, in order that everything may be prepared when the Act comes into operation on the 1st October next." The trustees, at their meeting on the 20th September, which was the first meeting after receiving that letter, came to this resolution: "Resolved, that Nathaniel Beardmore be, and he is hereby appointed engineer on behalf of the trust, to agree and determine, in conjunction with the engineer or surveyor appointed by the mayor, aldermen, and commons of the city of London, the point on the River Lea navigation, which shall be distant 20 miles from the General Post Office, in compliance with the 17th section of the Coal Duties Act, 14 & 15 Vict., and that John Glass be instructed to make the returns required by the said Act to the clerk and registrar of the Coal Market." I sent this resolution to the town clerk, and I instructed Mr. Beardmore, in conjunction with Mr. Bunning, the City architect, to meet, and fix upon the spot which should be considered as the London district. Mr. Beardmore reported to me afterwards that he had met Mr. Bunning, and agreed with him that the stone should be placed on the navigation parallel with the stone which was then existing on the Eastern Counties Railway, near Broxbourne station. I heard nothing more on the subject for some considerable period, until I saw some work going on, a stone being put up on the Eastern Counties Railway, between Stansted and Ware. I may state, also, that there was a stone put on the navigation parallel with that one. I wrote to the town clerk of London, protesting against the stone being placed at that spot, as it was not the point which had been fixed upon by the engineers, and protesting against any additional stone being placed, as I understood they were about to put one between Ware and Hertford. There has been no additional stone placed between Ware and Hertford. Shortly after this correspondence with the town clerk of London, I called the attention of the Members for the borough of Hertford, who were then the Honourable William Cowper and Lord Mahon, to the subject. A public meeting was held in the town of Hertford on the subject of these duties, as the inhabitants fancied they were not getting the advantages which the Coal Act of 1851 proposed to give them, and a deputation was appointed from that public meeting to meet the corn and coal committee of London. I was one of that deputation, and we met the corn and coal committee at Guildhall. Some discussion took place upon that meeting with the corn and coal committee, and we were referred to Lord John Manners, who was then the Chief Commissioner of the Board of Works. It was represented to us upon that occasion that the city had only $\frac{5}{13}$ths of the 13*d.* duty, the Government having the right of disposal of the other $\frac{8}{13}$ths. An appointment was made with Lord John Manners; Lord Mahon, Mr. Cowper and myself appeared on behalf of the town of Hertford; Mr. Tyrrell, City Remembrancer, and a gentleman of the name of Scott attended also. Mr. Phillips, who was the officer of the Board of Works, was also there. A great deal of discussion took place upon that occasion. It was at last agreed that the second boundary stone should not be placed as between Hertford and Ware, and that the drawback should be allowed on all coals which passed beyond the first stone that had been fixed between Ware and Stansted. It was agreed that a memorandum should be drawn up either by Mr. Phillips, Mr. Tyrrell, or myself, and approved by all three, to carry out this arrangement. The subject was very fully discussed then. I raised a point of law on the subject. I contended that the town of Hertford was not really liable to the duty; but, however, it was all waived, and the result of the agreement was, in point of fact, that the town of Hertford should receive the advantages of this drawback. Some time after this meeting Lord Mahon and Mr. Cowper also announced to their constituents the result of this interview with Lord John Manners. There were

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were very great rejoicings in the town of Hertford at the prospect of their getting rid of this tax. But, however, not having received, either from Mr. Tyrrell or Mr. Phillips, the memorandum which it was understood was to be prepared and approved of by all three parties, I called upon Mr. Tyrrell and also upon Mr. Phillips, and I was then informed that some difference of opinion had been expressed by the corn and coal committee of the city, as to the possibility of their allowing this drawback; and, after calling several times, I was informed that the City authorities found they could not allow the drawback, without the authority of an Act of Parliament. We were about to apply to Parliament then for an Act for the improvement of the navigation of the River Lea. I told Lord John Manners what our intention was, and I suggested the propriety of inserting a clause in our new Bill, giving to Hertford the benefit of this drawback, in order to remove the difficulty which the City seemed to have as to the authority of an Act of Parliament. Lord John Manners concurred in that suggestion. I also saw Mr. Tyrrell on the subject. I thought it was desirable that we should take such a course. I showed them the notice that I proposed to give of our intention to apply to Parliament, and the paragraph in the notice was approved of. When the time came for preparing the Bill, I had the clause drawn to carry out the object. I submitted that clause to Lord John Manners personally. Lord John Manners told me that he approved of it, and would support it in his place in Parliament. Matters went on so without any further notice being taken, until the time for petitioning against the Bill. Then I found the City had put in a petition against our Bill, as intending to appear upon it, requiring the clause to be struck out. I saw Mr. Tyrrell upon it, and I told him I thought the City were acting rather unfairly towards us, having agreed at the meeting with Lord John Manners to allow the drawback, and then that they should take these steps to prevent the town having the benefit of it. Some time after that I received a letter from the Solicitor to the Treasury, requiring, on behalf of the Lords of the Treasury, that the clause should be taken out of the Bill, inasmuch as it endangered the security of the Government upon the coal duties. Acting under this pressure, and consulting with Mr. Cowper, who is also one of the trustees of the River Lea, as well as Member for the borough of Hertford, it was determined then to seek an interview with Sir William Molesworth, who now fills the place which Lord John Manners did at the time I am speaking of. We waited upon Sir William Molesworth, and pressed upon his attention the equities of the subject; Sir William Molesworth stated that he was acting under the orders of the Chancellor of the Exchequer, and he referred us to the Chancellor of the Exchequer. I believe an attempt was made to get an interview with the Chancellor of the Exchequer, but I never saw him. I furnished a statement to Mr. Cowper, who I believe communicated with the Chancellor of the Exchequer on the subject; that is all I know, so far as that subject goes.

906. Have you a copy of the original Bill?—Yes; I was just going into that. During the passage of the Bill through Parliament in 1851, after it had undergone I may say the final stroke of the City authorities, I was furnished by Mr. Tyrrell with a copy of the Bill as it was before the Committee; that copy I now hold in my hand. There is this in the interpretation clause, with respect to the London district, "the expression 'London district,' shall mean so much of the several counties of Middlesex, Surrey, Kent, Essex, Herts, Bucks and Berks, as shall be situate within the distance of 20 miles from the General Post Office, and shall include the cities of London and Westminster;" there are no words "in a direct line" there. I was in and out of the Committee-room during the inquiry before the Committee. I was not informed at all of any such alteration being intended to be made. I did not see anything of it, until the Bill had received the Royal Assent. Then upon being furnished with a copy, I found that those words were inserted in that very clause, without any notice at all to us.

907. By "us," do you mean the trustees of the River Lea?—Yes, I was attending on their behalf. There are many clauses in the Act, referring to all canals, railways, and so on, and the City, as I said before, under the 17th section, called upon me officially to make certain appointments, therefore they recognised us as having an interest in the discussion.

908. Are you aware whether any notice was sent to the chief magistrate of Hertford?—Certainly not; I have had communication with the chief magistrate

trate and all the authorities of the town of Hertford, and they told me they knew nothing about it. I was going on to state, that the effect of those words has been really to move the boundary stone on the railway near the Broxbourne station to very near Hertford.

909. Mr. *W. Miles.*] A distance of how many miles?—Nearly seven miles.

910. Extending the limits for that distance?—Extending the limits by the navigation and railway certainly over six miles.

911. *Chairman.*] Is the effect of that removal to catch coals coming from Lynn or Peterborough *viâ* Stortford?—Yes, it catches all those; it catches all coals coming to Hertford now, which it did not before, and Stansted, and part of the River Stort, Roydon, and other places are all caught by these words.

912. Evidence has been given as to the drawback under that Act, and the City claim to have exempted a large quantity of coals going beyond Hoddesdon into Essex from paying duty, and that consequently the consumption of coals has actually been increased owing to that Act; can you give any information on that point?—I have no doubt the consumption at Hertford and the trade of Hertford would be very materially increased, if they could get the benefit of this drawback. Their not doing so has proved very prejudicial to the interest of the trade of Hertford. Ware, which is two miles nearer London, is a place to which coal can be transmitted from London; Hertford is not now allowed the drawback, and Ware is.

913. Being two miles nearer, the expense of carriage by the rail is so much less?—Yes. But there is this, that Ware has the advantage of the shilling drawback; it has both advantages.

914. Both the advantage of being nearer, and, therefore, the carriage being less, and also the advantage of getting the drawback on the coals?—Certainly.

915. Whereas to Hertford there is the extra carriage of the coal by rail, and no drawback allowed?—Precisely so, and that operates very injuriously indeed. There is a great deal of corn comes into Hertford, and Ware also, to the different malt-factors and corn-dealers. It has generally been the custom for the parties sending corn to take back coals for their consumption, and parties instead of coming to Hertford now really go to Ware.

916. Then, with reference to the insertion of the words, "in a direct line," after you had had this agreement, as it were, with the Corporation, or their officers, you conceive that it was the Treasury who insisted on the insertion of those words?—We had had no interviews with the City or the Treasury upon the subject of the drawback previous to this Act of 1851. The words "in a direct line," in the interpretation clause, have just had this effect. The London district was considered, and, in fact, was between Hoddesdon and Broxbourne. If the clause had been left as it was originally printed, that district would have been continued where it was; but putting in the words, "in a direct line," has really enabled them to alter the position of what was the boundary previously. I hardly know how that is to be got rid of by a few words forced into an interpretation clause, because the boundary stone that was placed near Broxbourne station, was set down by the authority of an Act of Parliament. There is no question about that part of the subject.

917. Which Act is that?—That is the Act of the 6th & 7th Will. 4, c. 103, the Northern and Eastern Railway Act, the original Act which allowed the railway to be made from London to Cambridge. Previously to that time the city of London would not be entitled to any duties on coals brought inland by the railway; but there was a clause inserted in that Bill, clause 206, which directs that on the coals brought "nearer to London than a stone to be placed in the hamlet of Hoddesdon, in the parish of Broxbourne, in the county of Herts," the same duty shall be payable. That stone was fixed, I presume, very shortly after the passing of this Act, and there it was up to the time of the passing of the Act of 1851, when Mr. Beardmore and the City architect agreed to put a parallel stone on the navigation. With respect to the placing of the stone, I contend that by the 17th section, wherever those engineers fixed the stone, that that was to all intents and purposes to be considered, and, in fact, was, the boundary of the district. I will just read the words on which I found that opinion: "That every company or person being the owner or proprietor, lessee or occupier of any canal, inland navigation, or railway, any portion whereof may be within the London district, shall, within 30 days after having been required so to do by the mayor, aldermen, and commons, appoint some

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engineer or surveyor to agree and determine, in conjunction with an engineer or surveyor to be appointed by the mayor, aldermen, and commons, the point on such canal, inland navigation, or railway which shall be distant 20 miles from the General Post Office; and in case such two engineers or surveyors shall be unable to agree as to the situation of such point, they shall appoint some other engineer or surveyor as arbitrator to determine the situation thereof; and when and so soon as such point shall have been so determined, the mayor, aldermen, and commons shall, at their own expense, place or erect at such point a boundary stone, or some other permanent mark; and such boundary stone, or other mark, when so placed or erected as aforesaid, shall for ever thereafter, and for all intents and purposes whatsoever, be deemed and taken to be correctly placed or erected at the distance of 20 miles from the General Post Office, and shall be and be deemed to be the commencement or termination, as the case may be, of the London district with reference to such canal, inland navigation, or railway." Therefore I say, that as they have put down the stone under the authority of that Act of Parliament, they have no power to alter it afterwards, as they have done.

918. So catching a large quantity of coals, as you have stated, coming inland?—Yes.

919. As regards the town of Hertford, after the communication you had with Lord John Manners, who was then at the head of the Board of Works, there was no further difficulty in the town of Hertford being allowed the drawback, the City consenting to give it?—Certainly.

920. When was this done?—The meeting took place on the 18th June last year.

921. Was this alteration made since Sir William Molesworth came into office?—Yes. It was a few days after the agreement of the 18th of June, as I call it, with Lord John Manners and the City, that it was intimated to us that there was a difference in the corn, coal, and finance committee as to the possibility of their allowing this drawback without the authority of an Act of Parliament. Then I sought to remove that difficulty by an enactment in the River Lea Act, and that clause was put in, I state without any fear of contradiction, with the full concurrence and sanction of Lord John Manners and the City. I showed it to Lord John Manners himself, and he approved of it. I did not show it to Mr. Tyrrell till after it was put in the Bill.

922. When you showed it to Mr. Tyrrell, did he make any objection?—No.

923. Mr. *W. Miles.*] Has that Bill passed into an Act?—No.

924. What state is it in?—The Bill we have withdrawn for other purposes; but we withdrew that clause under the pressure of the City petition and the letter from the Treasury.

925. Mr. *Masterman.*] Are you aware of any opinion being taken from the Attorney and Solicitor-general regarding the interpretation of the words, "twenty miles from the General Post Office"?—I have heard that, at the interview we had with Sir William Molesworth, the opinion of the Attorney and Solicitor-general was placed in his hands, wherein the Attorney and Solicitor-general are said to have given their opinion that the London district should be measured in a direct line; but I think that the Attorney and Solicitor-general's attention could not have been called to this Act of the Northern and Eastern Railway, or else they would not have given such an opinion as that.

926. As a professional man, what would be your interpretation of those words, "twenty miles from the General Post Office"?—It would probably be the correct one, in a direct line, unless it were expressed in an Act of Parliament, and a thing done in pursuance of that Act of Parliament; but I maintain that this Act of Parliament fixed the place. The stone being down there from the year 1836 to 1851, a period of nearly 20 years, is pretty good evidence of what the opinion of the City was upon the subject.

927. *Chairman.*] Can you inform the Committee whether any other stone has been erected under that Act in your district?—Not in our district.

928. You are not aware of one at Grove Park?—I do not know whether there is one at Grove Park. It is mentioned in their Act of Parliament It is in this Act: "And whereas the mayor and commonalty, and citizens of the City of London are entitled to certain duties on coal, culm and cinders imported into the port of London, or brought by the Grand Junction or Paddington Canals,

Canals nearer to London than the stone or post at or near the north-east point in Grove Park, in the county of Hertford." *J. Marchant*, Esq. 26 May 1853.

929. Is that the same section?—Yes, the 206th.

930. Mr. *Masterman.*] Are you aware that that Act was repealed, which relates to conveyance by railroad?—I am not at all aware of it.

931. Not in the year 1845?—I believe not; I am not aware of it. I should state, notwithstanding that Act of 1845 is said to repeal this, that the City acted upon this down to the year 1851; the stone was always there down to the latter end of 1851.

932. Mr. *Headlam.*] Does that subsequent Act repeal the former one in terms?—No, for it has no reference to it at all; nor do I think it can repeal it. This is an Act of Parliament giving the City rights which they had not before the passing of it, and surely they cannot by another Act of Parliament extend those rights to another district, without giving notice to the parties whom they are going to tax. Surely they cannot extend by means of a general Act of Parliament the district which is pointed out in a specific private Act, and take for the first time a very large additional area into it, which they never had before.

933. If an Act of Parliament has done it, want of notice would be no objection to an Act of Parliament?—I can only suppose that the City were alive to their interest at the time the Act of 1845 passed; and if they calculated that that Act extended the district, I should have thought they would have acted on it immediately, whereas they take from 1845 to do it.

934. *Chairman.*] That being a Railway Act?—Yes.

935. Inland coals then being brought in for the first time by rail?—Yes.

936. Mr. *Masterman.*] Are you aware that the Eastern Counties Line paid the duties when the stone was placed at Broxbourne?—I do not know whether they did or did not; I know nothing of their concerns. That was the stone that was placed down as fixing the boundary line where the duties were payable, and so named by the Act of Parliament.

937. *Chairman.*] You are not aware whether the Eastern Counties Railway, in getting their Act, would be very anxious to be on good terms with the City, and therefore would agree to almost anything?—That is most likely. Even supposing I am entirely wrong on the legal part of the question, I think the town of Hertford has a great right to complain upon the equitable point of the breaking of the agreement, which certainly was made without any reservation whatever.

938. And was so understood by the Members for Hertford?—Most unquestionably so. I think upon that ground they have a very great right to complain.

Edward Tyrrell, Esq., called in; and further Examined,

939. *Chairman.*] DO you wish to give any evidence in reference to what Mr. Marchant has stated?—Yes. In the first place, with regard to the passing of the Act of 1851, the regular notices were published in all the newspapers of the counties to which they relate, and, among others in the Hertford newpapers. I have got the form here, which I will read; it is as follows:—"Coal Duties, London and Westminster, and adjacent counties. Regulating and enforcing the collection, payment, and recovery of duties on coals under the 8 & 9 Vict. c. 101, allowance or drawback on certain coals, cinders, and culm. Amendment of Acts. Notice is hereby given, that application is intended to be made to Parliament, in the next Session, for an Act for regulating and enforcing the collection, payment, and recovery of the duties on all coals, culm, and cinders imported or brought into the port of London, or brought within the distance of 20 miles from the General Post Office in the city of London by railway or inland navigation, or by any other mode of conveyance. And it is intended by the said Act to authorise the allowauce of a drawback upon coals, culm, and cinders brought into or passing upon the River Thames, or brought by railway or inland navigation, or any other mode of conveyance, and conveyed beyond a certain distance from the General Post Office in the city of London; and also to authorise the allowance of a drawback on a limited quantity of coals brought within the distance of 20 miles from the General Post Office in the city of London, and used for the engines of railway companies. And notice is hereby also given, that it is intended by the said Act to *E. Tyrrell*, Esq.

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repeal, alter, and amend, so far as may be necessary for the several purposes aforesaid, the provisions of the several Acts of Parliament following, or some of them; (that is to say,) 1 & 2 Will. 4, c. 70, 1 & 2 Vict. c. 101, 8 & 9 Vict. c. 101. And it is also intended by the said Act to authorize the levying of tolls, rates, and duties, and to alter existing tolls, rates, and duties, and to confer, vary, and extinguish exemptions from payment of tolls, rates, and duties. Dated the 5th day of November 1850. *Edward Tyrrell*, City Remembrancer." That was published in all the newspapers, and three times in one of the Hertford newspapers.

940. At the time of the passing of which Act?—The last Act. My communication with Mr. Marchant was very limited. He is in error when he says that he applied to me for a copy of the Bill as it went into Committee; he applied to me very much earlier for it, on the 19th of February; I have got his application, which is as follows: "My attention has just been called to the Coal Duties (London and Westminster and adjacent Counties) Bill now before Parliament, as in some measure affecting the interests of the Lea navigation. Will you do me the favour to send me, per post this evening, to Ware, a print of your Bill." That was at the time that the Bill was first brought in, and was not at the time of its going into Committee. If he had asked me for a copy of the amended Bill he would certainly have had it; and if he was desired to look after the interest of the town of Hertford on this Bill, he had every opportunity, which Parliament very wisely gives for that purpose. In the first place, before the Committee there is a copy of the Bill deposited with all the amendments; in the second place, it was an opposed Bill, and six or seven days in Committee. Mr. Marchant might have been there, but I did not observe him there when the Bill passed. A copy, with all the amendments, is deposited in the Private Bill Office; the Bill is printed as amended; and, again, in the House of Lords, it is reprinted: therefore, if there was any particular appointment of Mr. Marchant to look after the interest of the town of Hertford on that occasion, I would only submit he had every opportunity of so doing.

941. Mr. *W. Miles.*] Was the clause upon which there has been so much discussion altered by the Committee of the House of Commons?—Yes.

942. *Chairman.*] It was only just at the last moment that those words were inserted?—It was before the Committee assembled; those words were inserted in the deposited Bill in the Private Bill Office before the Committee assembled at all.

943. Was there any discussion in the Committee as to the meaning of the words "direct line" at that time?—I do not know that there was, but every word was very keenly looked after. There were five railway companies opposing the Bill, besides other parties, and therefore every word of the Bill was carefully scanned and looked at.

944. Mr. *W. Miles.*] Is the Committee to understand that the words as they now stand in the Act were altered before it went into Committee; that it was an opposed Bill, and discussed clause by clause?—Certainly.

945. There appears to have been an understanding that the town of Hertford was to receive the drawback?—I will exactly explain what took place: After the Act passed, the town of Hertford applied to confer with the coal and corn committee upon the subject of the coal duties, and Mr. Marchant made before that committee the same statement that he has done to-day; that these words were put in without his observing them, and that they had the effect of extending the coal duties. He was answered then, that the words did not at all extend the coal duties, and the committee informed the deputation that as Government were concerned in $\frac{9}{13}$ of the whole duties, they could give no answer to the application until they conferred with them. Immediate application was made to Lord Seymour, who was then the Chief Commissioner of Her Majesty's Woods, and there were continued communications with Lord Seymour up to the time of his going out of office. A few days before he left office a communication was received from him, stating that he could not agree to the Bill being altered with respect to Hertford. After he had gone out of office Lord John Manners succeeded him. The Members for Hertford, I believe, made an application to Lord John Manners, and in consequence of their application a conference took place with Lord John Manners in the way in which Mr. Marchant has stated. The coal and corn committee had appointed a deputation to confer with Lord Seymour, or the

the person who held the office of Chief Commissioner of the Board of Works, on that point. The appointment to confer with Lord John Manners was only made in the afternoon before the conference took place, and in consequence the committee were not any of them able to go. I attended there on their behalf with Mr. Scott. The question was very much gone into, and it appeared to be Lord John Manners' opinion that there was something peculiar in the position of Hertford, namely, that the coals which were supplied to Hertford went out of the 20 mile boundary, both by canal and railroad, and then came in again. It was also very strongly urged that there was great competing interests between Hertford and Ware, and that it was very desirable to see if anything could be done for Hertford. We told the parties that we were merely officers, but that we believed if the Government acceded to it, that the corporation would also do so. Accordingly, we reported our proceedings to the next corn and coal committee, and after the thing had been very much canvassed the coal and corn committee were of opinion that if relief was granted Hertford, it must also be granted to St. Albans, and other places similarly circumstanced, and that it could only be done under the authority of an Act of Parliament. That was communicated to Lord John Manners, and the whole matter then stood over. In the autumn of the same year Mr. Marchant called on me, and said it was the anxious desire of the inhabitants of Hertford to pass such an Act, and he would thank me if I could aid at all in the matter. I explained to him that what passed between him and myself was merely between two professional gentlemen, and that I could not at all take upon myself to pledge the coal and corn committee or the corporation. He then asked me what I thought of a special Act being brought in to repeal the duties, or whether a clause put into the River Lea Bill would be more likely to succeed. I said my opinion was that a Bill brought in for the express purpose, if confined to Hertford, would have no chance of succeeding, but that if a clause for Hertford was introduced in the River Lea Bill, confining it merely to coals brought on the River Lee, I thought perhaps there might be some chance. I again told him, "It is merely my individual opinion, and I may be instructed to oppose the Bill." Mr. Marchant said, "If you are instructed to oppose the Bill, I hope it will only be that clause; you will not oppose the whole Bill." I said, "Certainly not, if I am instructed to oppose the Bill, it will be as to that clause only." Soon after there was a change in the Government again, and Sir William Molesworth came into the place of Lord John Manners. On the assembling of Parliament, the Committee will recollect there was a Bill brought in by the Chancellor of the Exchequer, which has entirely taken the control and management of this fund from the Office of Works, and handed it over to the Treasury, the Treasury paying off the sums raised on the credit of the Crown property, and making the consolidated fund chargeable with the whole of the payments.

946. *Chairman.*] Do you consider that that Bill took away all responsibility from the City?—I do not consider that the City have had any responsibility. I put myself in communication with the Chancellor of the Exchequer upon it, and I found the Chancellor of the Exchequer was adverse to the clause. I informed the parties of it, and that we should also, consequently, oppose the clause. I saw Mr. Marchant in the committee-room, and asked him if he was going to withdraw the clause. He said, "No, he should bring the matter before the Committee." I believe he afterwards received some communication from the Chancellor of the Exchequer, which induced him to withdraw the clause.

947. What do you say with reference to the evidence given by Mr. Marchant, as to the boundary stone having been placed five or six miles beyond where it originally stood, thereby catching a quantity of coals which came from Lynn and Peterborough, after the agreement had taken place, as to where the stone should be placed under that Act?—I am not aware of any agreement having been made as to where the stone should be placed.

948. Was there not an agreement at the meeting between the surveyor appointed by the City and the surveyor appointed by the railway company?—That would not be in my department. I am not aware of it. All I can say is, that the stone as now placed is placed under the authority of the Act.

949. Mr. Alderman *Cubitt.*] Did that clause which was rejected seek to relieve

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relieve Hertford further than the coal carried beyond the river Lea?—It is a general clause.

950. *Chairman.*] Are you aware that there is a part of the town of Hertford which has always been supposed to be out of the district, on the Welwyn side?—The fact is, whether it actually is or is not, the clause that Mr. Marchant and myself talked about, was a clause wholly different from the one which is printed in the Bill.

951. Mr. Alderman *Cubitt.*] Such a clause as you and Mr. Marchant had been talking of, had been introduced according to the terms in which you advised that clause might stand?—That would be entirely with the Government and with the corporation. It would have to go before them, and, of course, whatever determination they came to would be acted upon.

952. Mr. *Marchant.*] Mr. Tyrrell had read a note that I sent to him in February as to the delivery of the Bill. It is quite true that was the date at which I made the application. I did not receive that Bill until after the Committee was sitting upon it, and the Bill which Mr. Tyrrell speaks of as deposited in the Private Bill Office is the ordinary filled-up Bill. You will observe the Bill that I have laid on the table of this Committee is the printed Bill, as they settled it before they came into the committee-room. It was delivered to me after the Committee had met, and I certainly had not the slightest idea that any such words were intended to be inserted. You probably know how Bills are passed when they get on to the clauses. Those who are in the room know nothing of what is going on, except those immediately round the table. My attention never was directed to the point at all. I received that Bill after the Committee were sitting upon it.

Mr. *James Renat Scott*, called in; and further Examined.

Mr. *J. R. Scott.*

953. *Chairman.*] DO you wish to say anything upon the evidence which Mr. Marchant has given?—It has been stated by Mr. Marchant that the corporation have removed the stone placed on the Eastern Counties Railway. I would beg to state that the stone as originally placed, was placed by the Railway Act, as Mr. Marchant has stated. The Act of 1845 repealed those Acts whereby stones were placed previously to that year; and amongst others, that on the Eastern Counties Railway. The present stone was placed in the year 1851, in conformity with the Act then passed, and which Act had the effect of rendering uniform the distance of 20 miles from the General Post Office on all railways, canals, and roads, where it was desirable that stones should be placed. That stone having once been placed has never been removed. Mr. Marchant is right in stating that the Act enacts that, whether rightly or wrongly, when once placed it shall be taken afterwards to be the accurate distance of 20 miles from the General Post Office. The stone in question was placed by the surveyor of the Eastern Counties Railway, in conjunction with a surveyor appointed on behalf of the corporation. I am not aware of any difficulty being entertained as to the precise spot.

954. Mr. *W. Miles.*] Then what was your reason for allowing the time to elapse between 1845 and 1851, without replacing the stone?—The Act of 1845, as I have given in evidence before, conferred a title to the payment of duties on coals brought within 20 miles of the General Post Office. With reference to the words "20 miles from the General Post Office," I believe that solicitors are agreed that where that distance is not ascertained by specific means, such as measurement, the construction would imply that meant in a direct line. The Act of 1845 gave the corporation no authority to put up boundary stones on lines made previously to 1845, or after 1845, or, in fact, to remove and render uniform those that were up at the time of the Act passing.

955. Then the effect of this was, that though Hertford might have been charged in 1846 with the duties, it was not charged till 1851 owing to some laches in the Act?—I have stated that in 1846 Hertford, Bishop Stortford, and places as low as Cambridge, wholly paid the duty to the corporation of London. Hertford was in fact in the same position in 1846 (as regards the payment of duty) as it is now.

956. *Chairman.*] Collaterally, though?—They paid the duty, although it was

was done by the purchase of coal in London. We did not consider the placing the stone under the authority of an Act, a clause of which referring to the placing of the stone has now for some years been repealed, made any difference in the right to the toll to which coals were liable; as a proof of which, the Great Northern Company paid us duty for more than 12 months without any stone being placed, having agreed with them as to the station at which the coals were first to be charged with the duty.

957. Did you make that agreement with them at the time of their getting the Act?—No; it was made when the coal traffic first commenced; that was also the case with the North Kent line. Previous to 1851, there was no stone on that line, although duties were paid on coal.

958. How was that agreement drawn up?—It was an understanding; they agreed to pay at the 20 miles, without reference to the placing of the stone; the Act of 1845 not insisting upon the placing of the stone, or making it a condition under which coal duties should be payable.

959. Mr. *W. Miles.*] How would it stand under this River Lea Navigation Act, because there the stones were placed under certain rights conferred upon the proprietors of the land and the corporation, and no dues were to be taken outside those stones; those stones not having been removed, could you, or did you, outside of that particular district at Hertford, after 1845 collect your toll?—I have stated that it was not till the year 1851 that any inland traffic was brought by the Northern and Eastern Railway to Hertford: I speak so far as our returns show. It was in consequence of the general evasion of the payment of the duties on the Eastern Counties line, not only with reference to Hertford, but even to Shoreditch station itself, that the necessity arose of obtaining an Act to enforce the duties. This Act passed in 1851. I may also mention that the first payment that was made was through the City solicitor, The second payment was made through the same means.

960. *Chairman.*] Without the stones having been there?—The stones having been there five years before, before any traffic existed. Until the Act of 1851 I believe, with the exception of 100 or 200 tons, that the whole of Hertford had been supplied with sea-borne coals. I believe Mr. Gripper, of Hertford, can give some information to the Committee as to the state of the trade previously to 1851.

961. Mr. *W. Miles.*] Was that duty on the 100 or 200 tons of coal supplied inland?—The first payment made by the Eastern Counties Railway was on 56 tons, in the year 1848; it was not on this branch at all, it came from Colchester; it was paid under the compulsion of the City solicitor.

962. *Chairman.*] Whose return?—The Eastern Counties. In the year 1851 the Eastern Counties paid duty on 5,296 tons, but it was the whole traffic on the line within 20 miles of London. In the year 1850, on account of the Cambridge branch nothing was paid. In the year 1849, on account of this branch nothing was paid. In fact, till the year 1851 no duties of any amount were paid; therefore we supposed that no traffic existed upon the line on which Hertford is situated.

963. Coals might be stopped short of that stone by being loaded into carts, and carried into the town of Hertford, and so might be free?—Just so.

964. You have no means of showing that that did not take place?—No; except from my general knowledge of trade, that it would never be worth any party's while to bring coal where railway transit existed, to use land carriage instead. I can state that the river Lea has never brought into Hertford one ton of inland coal; that the whole of their traffic, not only now, but for years past, has been a downward traffic in sea-borne coal, on which the duty has always been paid. With reference to the town of Ware, I beg to put in a statement to the Committee which will show the amount of sea-borne coal on which the drawback has been allowed as compared with the amount of inland coal on which a duty has been paid. In the town of Ware the drawback has been allowed on 7,302 tons of sea-borne coals, and 1,229 tons of inland coal free of duty; the preponderance is greatly in favour of sea-borne coals. Ware is a place which I consider about the same size as Hertford; it is a mile further in a direct line; although it is a mile, or a mile and a half shorter by the road. I believe that Ware would represent pretty nearly the consumption of the town of Hertford; I consider they are towns of equal magnitude, and their malting and other works pretty much on a par.

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965. Then with reference to the consumption of coals within a certain distance of the town of Hertford, not actually consumed within the town of Hertford, the effect of this coal duty must be, that carts and waggons bring in corn and load back again with coal?—The same thing applies to the town of Ware; they would load out from Ware, the same as they would at Hertford.

966. But at Ware they have the drawback, and not at Hertford?—Mr. Gripper, by an arrangement made with the coal and corn committee, has a return of duty on coals, which he supplies to his customers north of the boundary.

967. But that is an agreement between an individual coal-merchant and the corporation?—No; the arrangement extends to other parties carrying on the coal trade there.

968. But is it known in the town of Hertford, that any person establishing himself as a coal-merchant can receive that drawback on carrying coals out of Hertford into the country?—Northwards.

969. Is that known generally to the trade of Hertford?—I think so; I have endeavoured that it should be so understood.

970. Is it the general understanding, or merely an agreement with Mr. Gripper?—It is not an agreement with Mr. Gripper only; there is a party of the name of Stocks, who also comes under the same arrangement.

971. Are there any other coal-merchants?—There was another party, but he has ceased to carry on the trade.

972. Would he have had the drawback?—On entering into the same arrangement, that the coal on being brought into the town of Hertford should pay the duty, and on making proper returns. The corporation confine themselves strictly to the principle of insisting that all coals should pay the duty which are consumed within the distance of 20 miles, and exempting coals which are delivered and consumed beyond the 20 miles.

973. Can you show the Committee a copy of that agreement?—I have made a verbal arrangement, which is to hold good so long as it is observed between the parties.

974. With reference to smaller quantities of coals than 20 tons, would the drawback be allowed if a farmer's waggon came in there with four tons of coals?—Not the drawback, but a return of the full duties. The Act of Parliament contemplates a return of the drawback on 21 tons, and therefore a return of the full duties is given in conformity with the spirit of the Act of Parliament, which allows a return of the full duties on coals that come in by railway or canal, and afterwards pass out, without breaking bulk, to places which are beyond.

975. That is, provided 20 tons go out?—Not of necessity; the Act draws a difference between an exemption and the allowance of drawback; in the allowance of drawback there is a certain supervision required in the Pool and elsewhere.

976. You were understood to state, that by your verbal agreement with the trade of Hertford, a waggon having come in loaded with anything, upon going out, loading back with a small quantity of coals, such as four tons, would receive the coals free of duty?—A return of duty upon receiving a certificate signed and declared to before a magistrate, and put before the committee for their authority. The reason of this arrangement being made was, that the town of Hertford should have as little ground for complaint as possible of these duties restricting their trade, and to assist them in competing with the town of Ware and other places beyond.

977. Is the like agreement made in all the towns within the area of taxation?—It does not apply to all; it applies merely to those upon the immediate boundary.

978. Is it in St. Alban's?—No; because St. Alban's is wholly supplied by places outside, that is to say that coals are cheaper northwards than at St. Alban's.

979. How is that?—Because the North Western Railway can supply coals at a much cheaper rate northwards. The trade of St. Alban's is supplied wholly from places north, and Hertford is supplied principally from places south by sea-borne coal. We allow no drawback at all to St. Alban's or places beyond on the North Western Railway; whereas we allow a very large amount of drawback to Ware and places beyond, on the Eastern Counties Railway.

980. Have you any book of reference which you can refer to, to show whether

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whether that is done with the knowledge of the coal committee?—Yes; but I have it not here.

981. Will it appear as an amount only relating to Hertford, or is it an amount relating to all the towns in the district?—It refers to other places besides Hertford; at King's Langley and Epsom, for instance. At King's Langley an arrangement was made under these circumstances: The station at King's Langley is within 50 feet, I may say, of the boundary. A party named Kemp, carrying on trade at that place, stated that in consequence of the coals not being exempted, that his trade, to a certain extent, was crippled, inasmuch as he was within 50 feet of the area, beyond which he had to compete with coals that were free. He came to the coal and corn committee and petitioned for relief. The committee considered his case, and made an order that, when he had furnished a list, an exemption or return of duty should be allowed to him, upon his declaring that the whole of the quantity had been conveyed beyond. I have made inquiries, and I have no reason to doubt that the amount was correctly certified. Other parties were placed in similar circumstances, and eventually Mr. Gripper of Hertford. I stated then that any parties carrying on the trade would have the same facilities, and Mrs. Stocks, of Hertford, was so accommodated. Afterwards a party at Epsom received the same accommodation; and I informed a party of the name of Dann at Reigate, who conveyed coals to Betchworth, beyond the boundary, but who has not yet applied to be put on the same footing. Whenever parties have applied, and they have made returns of the amount, I am perfectly satisfied that the committee have not refused their application.

982. Mr. *W. Miles.*] But to take away any charge of favouritism from this coal committee, do you not think it would be much better generally to let towns, just at the boundary of your 20 miles, know that in particular instances of supplying out of the boundary, that a remission of duty would be allowed?—Whenever I have come in discussion with the parties, they have been informed it can only apply to a few towns on the boundary.

983. *Chairman.*] But as regards Mr. Dickinson, we find that he could not receive the drawback for those places which were just outside the area of taxation?—Mr. Dickinson is not a trader, and he has never been refused when he has certified as in the case of Nash Mills that coals have been taken beyond.

984. What authority has the corporation to draw a distinction between a trader and any other person carrying on a business which requires the consumption of coals?—Mr. Dickinson cannot, in the case of Home Park Mill, fill up the forms required, that the coals are absolutely and *bonâ fide* consumed and delivered beyond the circle of 20 miles. We are at issue with Mr. Dickinson on that point, so far as relates to Home Park Mill.

985. What can you find which gives you that discretionary power of making an agreement with one, and not with the other?—The clause in the Act of Parliament gives a discretion to refuse.

986. Just refer to that?—It is the 43d clause, which is as follows: "That on or before the twenty-sixth day of every month the committee shall investigate the return made by the clerk and registrar of the Coal Market of all certificates received by him in the previous month in respect of coals for which a drawback may be claimed; and if such committee shall, upon such investigation, be satisfied that such drawback ought to be allowed, they shall sign an order upon the chamberlain, authorising the proper parties to receive the same; but if upon such investigation the committee shall have reasonable cause to doubt whether any drawback ought to be allowed, they shall return to the clerk and registrar of the Coal Market all the certificates respecting the coals in respect of which such drawbacks shall have been claimed, and shall attach thereto such observations as they shall think proper to make respecting the nature of the additional information or evidence which they may require, and such clerk shall again return to the committee such certificates, together with such additional information or evidence as he may be able to obtain; and if the committee shall, upon a fresh investigation of such certificates, together with such additional information or evidence as may have been laid before them, be of opinion that such drawback should be allowed, they shall sign an order upon the chamberlain authorising the proper parties to receive the same; but if upon such fresh investigation the committee shall not be satisfied that such drawback ought to be allowed, they shall, in the exercise of their judgment,

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either refuse such drawback altogether, or may, if they shall think fit so to do, again return the certificates to the clerk and registrar of the Coal Market for further information, and so from time to time, as often as occasion shall require, until they shall be satisfied either that such drawback ought or ought not to be allowed, and the decision of the committee *shall be final and conclusive*."

987. The system adopted by the committee is to allow the drawback to persons in trade as coal merchants, and not to others?—We allow it to every one who will make a declaration that the coals are consumed beyond a distance of 20 miles from the General Post Office. I question whether Mr. Dickinson, in the case of Home Park Mill, could do so. In the case of Mr. Gripper, of Hertford, he makes a declaration that the whole of these coals, on which he claims a return of duty, have been consumed and delivered at places beyond 20 miles from the General Post Office.

988. How can he do that; suppose I send my team into Hertford, how can he certify positively that the coals have been consumed beyond?—He does to the best of his knowledge; if we go upon that, we may as well get rid of the drawback altogether. If a coal merchant sends coals to Brighton, I only know they are going beyond the boundary; I am dependent only on the certificate of the parties, as to their being delivered at Brighton.

989. Sir *H. Meux.*] But by the 32d section you are obliged to allow the drawback, for towards the end of it it says, "But if such coals shall be delivered into a barge for the purpose of being taken to any place situate more than 20 miles from the General Post Office, then such coal weigher shall thereupon make a return according to the Form in No. 3, in Schedule (B.) to this Act annexed, and upon the arrival of the barge containing such coals at the lock within the London district nearest the extremity thereof, the lock keeper of such lock shall fill up and deliver to the master of such barge, for delivery to the consignee of such coal, at such place of delivery as aforesaid, a certificate according to the Form No. 4, in Schedule (B.) to this Act annexed, and such consignee shall, on the receipt of such lock-keeper's certificate, and after the delivery of the aforesaid coals, inclose to the applicant claiming such drawback a certificate according to the Form No. 5, in Schedule (B.) to this Act annexed, together with such lock-keepers certificate"?—I read the word "taken" to be identical with the word "delivered." If a party takes the coals out of the district, and then turns his barge round and brings them in, I do not, upon the construction of that word "taken," consider he is entitled to the drawback. I consider the word "taken" to mean also delivered; and unless the coals are delivered beyond the district, I consider that the committee are justified in refusing the drawback; but to make certain, there is a power given me, where I have any doubt as to the delivery of coals, to obtain such certificates in addition to those required by the Act, that I may require. In the case of Mr. Dickinson I should have said, "Sir, I will allow you the drawback provided you state before a magistrate (which I must require) that these coals are not only taken, as the Act expressly uses the word *taken*, but that they are absolutely delivered and consumed beyond the district;" inasmuch as I take the meaning of the Act to be that these coals are to be taken, delivered, and consumed beyond 20 miles from the General Post Office.

990. Is it left to you to decide on that clause by the corporation?—It is, to a certain extent, as the organ of the committee, otherwise a committee must be sitting daily at my office; although the whole question has been decided on by the committee.

991. In fact, the corporation leave the coal committee to decide this question of the drawback, and the coal committee leave you to decide it?—Not of necessity; upon my reporting to them any special case, which I consider Mr. Dickinson's to be, and which was fully reported to the committee.

992. Mr. *Lowe.*] Has Mr. Dickinson refused to make this certificate?—I am not aware that it has come to that; but I think Mr. Dickinson is aware, that if he had put in his claim I should have required a certificate as to the delivery, and failing to furnish such certificate, he would have been refused.

993. Has Mr. Dickinson never claimed the drawback?—Mr. Dickinson has claimed the drawback, and, as respects Nash Mill beyond the boundary, has received it; but as respects Home Park Mill, he has been refused.

994. Upon what ground do you justify your refusal?—Because Mr. Dickinson,

son, or rather Mr. Dickinson's agent, stated they were to be delivered at Home Park Mill, which is within 20 miles of the General Post Office. I informed Mr. Dickinson of the cause of refusal.

995. He did not produce the certificate required by the Act?—I refused, upon general instructions, to allow the lock-keeper to fill it up; the place of delivery being within the boundary, and not beyond.

996. He could not get the certificate, then?—No, and he applied for it himself. I referred him to the committee, and the committee confirmed my refusal; and so the matter stands at the present moment.

997. Sir *H. Meux.*] Is there any power of appeal from your decision?—Mr. Dickinson threatened to bring a mandamus against the committee to compel them, but I am not aware that Mr. Dickinson has done so. I hope the Committee understand that the point with Mr. Dickinson and the coal committee is as to Home Park Mills being within the boundary, and as to the construction of the word "taken," which I contend also to mean delivered and consumed.

998. *Chairman.*] Is there any instance of the drawback being allowed to any residents and persons not in trade within reach of Hertford, but outside the district?—Yes, very many. Mr. Hanbury, for instance, is a gentleman who has coals to his private residence near Ware, and his agent signs the certificate. It is not confined to parties in the trade.

999. Does Mr. Hanbury make the application himself, or through his coal-merchant?—Through his agent on the Coal Exchange.

1000. Is there any instance of any private individual receiving the drawback upon four tons of coal who does not apply through a coal merchant?—I think not; it has never been the custom, and for this reason, that the coal merchant knows the different forms to go through, and the purchasers make it a matter of bargain when the coals are purchased, that they are to be free of the drawback.

1001. Is there not in addition to that fact, that persons living within reach of Hertford, outside, are not aware of this drawback being granted at all?—Not only at Hertford, but an ignorance on the subject generally prevails alike at all places beyond the boundary.

1002. In point of fact, the coal merchant puts the difference in his pocket?—No, I do not think so; the composition of the trade will not allow of that.

1003. Is that owing to the quantity of coals brought by railway?—From the competition in the trade being so keen.

1004. How many coal merchants are there in the town of Hertford?—I believe there are two carrying on business to any extent.

1005. Mr. *Lowe.*] Suppose a person at St. Alban's applied for the drawback?—He would be refused, unless he could sign a certificate that they were to be consumed and taken beyond the district.

1006. Where do you find the words "consumed and taken"?—The clauses referring to drawback makes mention of the words "taken," and also "delivered."

1007. Just refer to that?—It is the 32d section, "That upon and from the first day of October next after the passing of this Act, a drawback of twelve pence per ton shall be allowed upon all coals brought by any canal or inland navigation which, without having been removed from the barge in which they may have been brought (except as permitted by this present provision), shall be conveyed by any vessel, or any canal or inland navigation to any place *situate more than twenty miles from the General Post Office*, or shall be exported coastwise, or to foreign parts, and in every case in which the owner of such coals, or his agent, shall be desirous of obtaining such drawback, he shall, before such coals shall have been unloaded or removed from the barge in which the same may have been brought, give to the clerk and registrar of the coal market notice in writing under his hand, according to the Form No. 1, in Schedule (B.) to this Act annexed; and in case the clerk and registrar of the Coal Market shall not be satisfied with the coal-weigher named in such notice, he may refuse to grant any certificate; but if, and when he shall be satisfied with the coal-weigher named in such notice, he shall grant to such coal-weigher a certificate according to the Form No. 2, in Schedule (B.) to this Act annexed; and after such certificate shall have been granted, the coals intended to be conveyed to such place as aforesaid by canal or inland navigation, or exported coastwise or to foreign parts, shall be weighed or delivered out of the barge in which the same

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may have been brought immediately (or mediately by means of a lighter) into the vessel or barge by which the same may be intended to be so conveyed as aforesaid, and such coal-weigher shall thereupon make a return according to the Form No. 3, in Schedule (B.) to this Act annexed; and if such coals shall be delivered into a vsssel for exportation coastwise, or to foreign parts, the master of the vessel into which such coals shall be delivered shall give to such coalweigher a certificate according to the Form No. 1, in Schedule (C.) to this Act annexed, which two last mentioned certificates the coal-weigher shall deliver to the applicant claiming such drawback; but if such coals shall be delivered into a barge for the purpose of being *taken* to any place situate more than 20 miles from the General Post-office, then such coal-weigher shall thereupon make a return according to the Form No. 3, in Schedule (B.) to this Act annexed, and upon the arrival of the barge containing such coals at the lock within the London district nearest the extremety thereof, the lock-keeper of such lock shall fill up and deliver to the master of such barge, for delivery to the consignee of such coal, at such place of *delivery* as aforesaid, a certificate according to the Form No. 4, in Schedule (B.) to this Act annexed, and such consignee shall, on the receipt of such lock-keeper's certificate, and after the delivery of the aforesaid coals, enclose to the applicant claiming such drawback a certificate according to the Form No. 5, in the Schedule (B.) to this Act annexed, together with such lock-keeper's certificate." You will find the word "conveyed" through all the drawback clauses, so that of course it means "conveyed and delivered." We have the words "conveyed," "taken," and "delivered," in each clause referring to drawback.

1008. But suppose a person were to name a village through which his team was to pass, he might convey it there, and come back again?—The certificate he signs is, that he has received a certain quantity of coals at such a place, conveyed by such and such means, so that we have in the first place, a notice that he is going to send them beyond. If he does not send them beyond, the drawback is not allowed. Here is a case in point: this is the certificate of a consignee receiving coals, whether he is a private gentleman, or a party in trade, or whether they are for gas works, or whether it is for any purpose whatever. This applies to railways, and there is a similar one which applies to canals: "I herely certify that I have received from Mr. [I here state name of agent or owner] of [here state address of party] [here state number of tons] tons of [here state name of coals] coals, brought by [here state name of railway] railway and delivered from [here state name of station] station." We only want to ascertain the name of the station which is beyond the boundary of 20 miles to be satisfied that the coals have been taken beyond.

1009. If it is beyond the boundary of 20 miles, you have nothing to do with it?—If beyond 20 miles we have no cause to refuse the drawback should the other certificates be correct.

1010. Sir *J. Walmsley.*] Do you limit your drawback to any particular quantity?—To twenty-one tons. Coals coming by the North Western, and carried away by the Great Western without breaking bulk receive an exemption on any quantity above a ton.

1011. Do you allow the drawback upon one waggon load which goes beyond the 20 miles, having paid the duty previously?—Yes, where the coals come in and go out without breaking bulk; we do not call it drawback, it is exemption.

1012. Do you allow that to a private individual, or a coal-dealer. Suppose, for instance, a person living beyond the 20 miles received one waggon load of coals, would he be entitled to the drawback of 1*s.* 1*d.* on that?—If it came by railway, and was sent to him without being stopped in London, or transferred into carts, an exemption would be allowed. I cannot state whether it is so personally, but I have no doubt that a great quantity of coals come up by the North Western Railway, and go by the loop line to Brentford, and away by the South Western to Godalming and Guildford. I have no doubt those coals are sent to private individuals as well as to parties in trade.

1013. *Chairman.*] Then there must be 20 tons of them?—Not of necessity coming in that way. Where the exemption is allowed, it is allowed in any quantity exceeding one ton.

1014. Those parties are persons in the coal trade?—Not of necessity; the public may also benefit.

1015. They may have, but it may go into the pocket of the coal-dealer?—Of course;

course; I have nothing whatever to do with that. We do not know that, or do I believe it.

1016. Mr. *Lowe.*] Supposing a coal-merchant at St. Alban's takes coals from London, and sells to a person beyond the boundary five tons; would you allow the drawback on that, when the waggon crosses the boundary?—It depends on circumstances.

1017. Suppose I am not a tradesman at all?—No application of that kind has ever been made; the matter rests with the committee.

1018. Then by what right would you refuse that?—I do not say that the committee would refuse it.

1019. How could you refuse it; those coals must have paid duty somewhere which were going to be consumed out of the dutiable district; by what right could you say the man should not have his duty back?—I am not aware that we should refuse it. Such a case as you put has never come before the committee.

1020. Would you say you have the power not to allow it?—It depends on circumstances; if we thought the parties were smuggling coals in, we should refuse it.

1021. If you had a bad opinion of a party, you would have a right to refuse it?—Certainly. I consider that if anything of that kind had occurred, and that the committee had exercised their power arbitrarily, that you would have had parties here to complain of the operation of the Act. I can mention a case where a party refused to make a certain arrangement as regards the paying of some duty on some coals. The party would give us no informatian whatever; he refused to make a certain declaration. We have the discretion to require a certificate before a magistrate.

1022. Were those declarations and certificates required by the Act?—The declarations may be by the committee or myself, in conformity with power vested in us by the Act.

1023. Which this party refused to make?—He refused to make the declaration that I required for my own security.

1024. Then it was not anything required according to the Act?—Not in any specific form.

1025. *Chairman.*] The declaration before the magistrate is merely your own arrangement?—Precisely so, authority being given by the Act to require it where necessary.

1026. Mr. *Lowe.*] Do you think yourself entitled to refuse to give the drawback to a man because he does not make some declaration which is not required by the Act, but which you think it right to require from him?—Yes, we should have for every ton of coals coming in to bring an action at a great expense.

1027. But does it not strike you that a person sending a team into Hertford, could not always find a magistrate before whom to make the declaration?—The declaration is only required to be made once a month, not on every cart.

1028. Supposing he carries one waggon load of coals in one month, when is he to make the declaration of them before the magistrate; supposing he finds no magistrate on the day when his carter appears in the town of Hertford, what would be the practical effect of your requiring him to make that declaration?—I know of no case of that kind. The arrangement is made, that once every month the man shall give in a list of all coals that may have been delivered by him within the district, of which he has a map marked, and that once every month he shall make his declaration. I do not always require the declaration before the magistrate in cases where coals are brought in; in the case of coals sent in from Boxmoor, none of the parties make a declaration if I am satisfied that they are *bonâ fide*; if there was any doubt about it I might insist on it, and the Act confers that authority.

1029. You could not find a magistrate near Boxmoor for many miles?—I am aware of the difficulties in the case of the ordinary traffic; I am not aware that at Boxmoor I have ever insisted on a declaration before a magistrate.

1030. Did you say that Messrs. Gripper have actually been allowed the drawback on waggons of coals that they have so sent?—They have been allowed a return of the full duties on coals carried beyond the boundary.

1031. *Chairman.*] I presume that the consumers of those coals ought to have

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the benefit of that return of duty?—There is no doubt of that; I expect they do.

1032. Sir *H. Meux.*] Suppose I were to send my team to St. Alban's for a waggon load of coals, wishing to consume them without the boundary, would you refuse me the drawback on those?—It depends on circumstances.

1033. *Chairman.*] What circumstances?—If the party who might send them out was a party whom we were aware was in the habit of smuggling the coals, we might think proper to refuse; or the party might refuse to make the required declaration.

1034. If I sent my team to St. Alban's for a waggon load of coals, and buy them of the coal-merchant there, could you refuse me the drawback on the coals at my own house?—I think we might, inasmuch as if every party sending out a cart load of coals should be entitled to claim an exemption on every occasion, without any system or supervision, a door would be opened to extensive frauds on the corporation, besides the impossibility of having any check. The number of claims would amount to many hundreds of thousands in the course of the year. As regards the drawback, up to the present time the number of papers constituting the claims for one year alone are upwards of 30,000, and refer to quantities averaging 100 tons.

1035. In fact, the drawback could only be allowed to the trade?—I said before, the agents are the parties who obtain it; but it is allowed to all parties, private gentlemen, parties connected with the gas works, parties at paper mills, and to all parties beyond; but the agents of these parties are generally those who obtain the drawback, and make the necessary applications, and go through the regular forms.

1036. Sir *J. Walmsley.*] Might they make that declaration in a month, or for any length of time?—Any length of time. But by arranging with the committee, we get them in within two or three months; so that parties shall not bring them in three years afterwards, by which we should lose all clue, and unable to trace fraud if it existed.

1037. Mr. *W. Miles.*] Is it necessary to determine to whom you should repay these duties, whether to the seller or the consumer, that it should be either one or the other, or would you not be likely to be charged twice?—To parties living down at Godalming and Guildford who do not come to London at all, it would be impossible for them to attend and give the necessary notices and make the necessary arrangements as regards the matter, and therefore they must leave it to their agents, who doubtless attend to their clients interest.

1038. Is it not the fact that in Hertford the sellers are the people who receive the drawback, and not the consumers?—No, the consumers beyond Hertford have doubtless the benefit, although applied for by their agents the dealers.

1039. Do not the sellers receive the repayment of the duties, and not the consumers?—The seller is an agent for getting the drawback allowed.

1040. The question was whether, in point of fact, the sellers are the people who get the repayment of the duties, and not the consumers?—In many cases I should say the consumers apply themselves, as well as the agents of the sellers; this does not however particularly refer to the town of Hertford.

1041. But are not those persons in the wholesale trade?—Not of necessity.

1042. Have you many applications for the drawback; for instance, of the delivery of five tons?—Many; and for half a ton. It is returned upon a declaration before a magistrate once every three or four months, but as an exemption not a drawback.

1043. *Chairman.*] But if a man is unfortunate enough to employ a person in whom you do not seem to have confidence, then he does not get the drawback?—Mr. Dickinson is the only person, out of many hundreds, who have applied for the drawback since the Act has passed, and whom I have taken upon myself to refuse, not however from any want of confidence in either Mr. Dickinson or his agent.

1044. You have stated that you would think yourself justified, in reference to drawback, if it were applied for by any person whom you thought was smuggling in coals; you also stated there was instances of that kind. Now, supposing a private individual employed one of these persons, in whom you, for some reason or another, had not confidence, that private person having nothing

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at all to do with your want of confidence in the person so employed, would not receive the duty?—Possibly so; I have never heard of a case of that kind.

1045. Mr. *K. Seymer.*] You spoke of coals going down from the North Western, and so down by the South Western; would they be sea-borne coals?—Inland coals.

1046. Then parties living in that district could not be aware that that coal had been caught at all in the London district?—It could not have been caught; the exemption is allowed directly it gets southwards of the boundary. I consider that the inhabitants of towns beyond the boundary positively know nothing as regards the payment of these duties or the allowance of the drawback, but they are beginning now to find it out; so that the question with reference to Mr. Gripper's retaining the drawback, might apply to every party claiming the drawback of the corporation of London, and which the Committee will see we have nothing to do with. An ignorance relative to these duties generally prevails.

1047. With reference to the navigation beyond the town of Ware, is there any intention to put up another stone?—No; the Act does not state that we can put up two stones upon the navigation; and when Mr. Marchant, or the surveyor on behalf of the Lea Navigation, protested against a second being put up, the Committee considered it was a reasonable protest, and no attempt to put up a second was made.

1048. Then on coals passing out of the district between Ware and Stanstead no drawback is allowed?—The drawback is allowed if they are taken and consumed beyond 20 miles from the General Post Office.

1049. You insist on the word being "consumed"?—I should in every case where I had a doubt call for a special declaration to meet that case.

1050. Now Ware is out of the district, as we know?—Yes, it is.

1051. Supposing Mr. Hanbury, to whom you had alluded, had not claimed the drawback, would not that drawback have been allowed to the bargemaster?—It would have been allowed to any person in whose name the application was made, the bargemaster sometimes makes an application; the lighterman frequently makes an application; the coal-merchant frequently makes an application: it is merely nominal.

1052. But the declaration must be made before a magistrate?—No; in no case of the ordinary drawback is it made before a magistrate; I only call for the declaration before a magistrate in a case where I have a reasonable doubt that the intention of the Act is by some means intended to be evaded, and that the coals, although they may be taken beyond 20 miles, are intended afterwards to be brought in.

1053. Are there many instances in which you have insisted upon a declaration before a magistrate?—I do not think out of 8,000 I have scarcely an instance. Parties know they are watched; I have shown them the Act of Parliament, and they know it is better not to attempt it, because they would have to run the gauntlet of the committee with the facts placed before them.

1054. Mr. *Lowe.*] You said you desired the lock-keeper to refuse to give to Mr. Dickinson a particular certificate; will you point out to the Committee what the certificate is which you desired the lock-keeper to refuse?—Not to Mr. Dickinson in particular; my orders were general against filling-up papers for coals delivered short of 20 miles, Mr. Dickinson's mill being within.

1055. You said particularly?—I would beg to amend my evidence in that respect.

1056. You were understood to state that Mr. Dickinson brings coals beyond the London district, and requires the drawback?—He takes coals beyond the London district, and delivers them, and consumes them within.

1057. Then he requires the drawback, does he not?—Yes.

1058. Where does he require the drawback?—At Home Park Mill.

1059. Is Home Park Mill situated on the canal?—On the canal.

1060. Look at this plan; is there not a private road from this mill which touches the canal?—I do not know.

1061. Where is the point where Mr. Dickinson requires the drawback?—According to the notice which has been given in to my office, it states as intended to be delivered at Home Park Mill, to be consumed, as we have understood, in the mill; the mill and the whole of his works being, by observations that I have made, within the London district; hence the refusal to allow the drawback.

 1062. *Chairman.*]

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1062. *Chairman.*] What do you mean by "observations that you have made"?—When Mr. Dickinson first saw me with reference to this, I went down to King's Langley to see the proper position of Home Park Mill.

1063. Is there a stone up to mark the position?—Yes, and Home Park Mill is within that line, within the district of 20 miles. It would make no difference if there is a private road, so far as drawback is concerned.

1064. Mr. *Lowe.*] Supposing Mr. Dickinson demanded the drawback for coals landed there, you know perfectly well that they would be consumed within the circle; under what section of the Act have you a right to refuse the drawback?—The Act states that if I have any doubt I may refuse, and refer the matter to the committee as their organ.

1065. What section are you speaking of; admitting they are going to be consumed within the circle, on Mr. Dickinson's private land, and admitting that he intends to consume them within the circle, will you refer to the section of the Act which gives you the power to refuse the drawback?—I refused, because I knew it to be within 20 miles of the General Post Office.

1066. Where is your authority in the Act to refuse, in the case put?—I believe it is a general discretion contained in the latter part of the 43d section of the Act.

1067. The section that applies is the 30th, and there I find this, "That upon and from the 1st day of October next after the passing of this Act, a drawback of 12 pence per ton shall be allowed upon all sea-borne coals, which without having been previously landed, shall be conveyed by any other vessel or by any canal or inland navigation to any place situate more than 20 miles from the General Post Office." There is nothing said in that clause about whether they shall be carried inside the circle again or not?—Mr. Dickinson has never given me a notice yet for coal landed beyond Home Park Mill, and beyond 20 miles from the General Post Office, having reference to Home Park Mill.

1068. *Chairman.*] With reference to the point as to Mr. Dickinson not having given you notice of the coals being carried beyond the area, did you not say that you had given the lock-keeper instructions not to give a certificate?—Home Park Mill is a place within the area of 20 miles, and the instruction was a general one to the lock-keeper to refuse the certificates on coals landed within.

1069. Mr. *W. Miles.*] If it was to be consumed, and delivered at Home Park Mill, it might as well be delivered and consumed seven miles nearer London?—Yes, without doubt.

1070. Sir *H. Meux.*] Under what section?—Any of the sections that state that a drawback shall be allowed when delivered beyond 20 miles from the General Post Office.

1071. Mr. *Lowe.*] You said you would take it on the supposition that Mr. Dickinson has never given you the right notice; but suppose he had given you notice of landing on the private road, have you any authority under this Act to refuse him the drawback?—The end of the 30th section is to this effect: "Upon the arrival of the barge containing such coals at the lock within the London district, nearest the extremity thereof, the lock-keeper of such lock shall fill up and deliver to the master of such barge, for delivery to the consignee of such coal at such place of *delivery* as aforesaid, a certificate according to the Form No. 4, in Schedule (B.), to this Act annexed; and such consignee shall, on the receipt of such lock keeper's certificate, and after the delivery of the aforesaid coals, enclose to the applicant claiming such drawback a certificate, according to the Form No. 5, in Schedule (B.), to this Act annexed, together with such lock-keeper's certificate." The place of delivery must tally with the notice given; and such a notice would excite suspicion and call for inquiry, ending possibly in the refusal to entertain the claim.

1072. Sir *H. Meux.*] The question you have been asked is, what part of the Act gives to you the power of refusing the drawback upon coals landed without the circle, when they are conveyed within the circle?—There seems to be nothing having reference to coals so placed; but the Act itself directs that all coals shall pay duty coming within the boundary, unless they are consumed beyond the distance of 20 miles from the General Post Office, when they are exempt.

1073. Without reference to Mr. Dickinson, the same thing applies to Ware; the

the coals are carried out from your district at Ware, where they can receive the drawback, and if they are brought within the Hertford district, they are then taxable?—Yes, precisely so.

1074. Will you show by what clause of the Act you have the power of taxing coals again, having once gone out?—I have acted upon the general clause, giving the committee discretion to refuse the drawback.

1075. Suppose the lock-keeper at Ware were directed to give that certificate on all coals passing through his lock, whether going to Hertford or not, would you refuse the drawback?—I have many times refused the drawback on coals going from Ware to Hertford, where the certificate has been wrongly filled up.

1076. Supposing the lock-keeper at Ware was to give any party a certificate, should you refuse the drawback if you had ascertained afterwards that no coals were brought into Hertford?—I have many times refused the drawback, notwithstanding the lock-keeper's certificate, upon the general authority of the Act, that the coals were not taken and delivered; because I do not suppose the word "taken" to mean absolutely taken out and brought in again, but *bonâ fide* taken and delivered beyond the district of 20 miles from the General Post Office.

1077. Can you give an instance?—To Messrs. Cory & Son I have refused; on the railway it would be the same thing. I have refused to Mr. Bell, the secretary of the Northumberland and Durham Coal Company, on behalf of Mr. Nicholas Wood and others. I have refused to allow Mr. Gripper the drawback at Hertford.

1078. You did that under the general clause?—Yes; but if there was any doubt as to where these coals are going to, then there is a power for me to call for a certificate to be put in.

1079. Mr. *Lowe.*] What clause is that under?—The 43d.

1080. Sir *H. Meux.*] Has that power ever been disputed?—I believe Mr. Dickinson disputed that power; the committee have, however, always exercised it.

1081. *Chairman.*] That is the coal and corn committee?—Yes. Mr. Dickinson stated he should bring a mandamus either against the committee or myself to show cause, but I believe he has not proceeded with it.

1082. Of how many persons is that coal and corn committee composed?—Forty-one members.

1083. Can you state the average number of those who attend the business?—It is not in my department at all.

1084. Do they not depute to you the carrying out of their regulations?—Yes, but any question of doubt they decide themselves.

1085. You say there are 41 members of that coal committee?—Yes.

1086. What is the average number, or thereabouts, of those who regularly attend that committee?—There would be at least 25 members on the grand committee.

1087. Is there a select committee of that grand committee?—There is a sub-committee.

1088. Does not that sub-committee do all the work?—They attend to all that is required of them in connexion with the duties of my office, and submit their deliberations to the decision of the grand committee.

1089. Is there a secretary to that sub-committee?—Yes.

1090. You receive your instructions from the clerk of the committee?—Yes, on behalf of the committee; every warrant that issues from the office is signed by a quorum of seven gentlemen.

1091. Are they bound to be present?—They must be present, or they could not sign their names.

1092. There is no instance of a signature being got?—Certainly not.

1093. Mr. Alderman *Cubitt.*] Do you receive your instructions from the coal committee?—Yes.

1094. In carrying out those instructions, do some matters arise in which you have a doubt?—I have a doubt occasionally.

1095. What do you do?—I put myself in communication with those officers who can best advise me, or with the coal and corn committee; the chairman and clerk of the committee are most cognizant of the duties.

1096. Who are the officers?—The chairman; the City solicitor; the principal clerk to the chamberlain; and Mr. Welton, the clerk of the committee generally.

Mr. *J. R. Scott.*

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1097. Those are the parties you refer to, and not to the sub-committee itself?—Yes, as well as to the sub-committee.

1098. Were you present when this was discussed at the grand committee?—I was.

1099. Was there a large number present?—There was an average attendance, I believe.

1100. Mr. *Lowe.*] Was there a written notice?—Not a special notice, the decision of the sub-committee was considered and confirmed by the grand committee.

1101. Do you mean that all Mr. Dickinson's agent laid before the committee was that he wanted to land the coals within the circle, and expected a drawback from it?—He wanted to receive the drawback, because the coals were taken beyond 20 miles from the General Post Office and landed. I stated to the committee that I should recommend the committee to call for a certificate before a magistrate to ascertain where the coals were consumed.

1102. Will you not reconsider what you stated just now, that Mr. Dickinson did not merely give you notice for coals to be taken to his mill, but did he not state that they were to be landed outside the circle?—I cannot admit that notice was so given, although from conversation with Mr. Dickinson's agent (after my refusal to allow the claim), that it was Mr. Dickinson's intention to land them and cart them in.

1103. Did you not state that he merely claimed to take coals within the circle?—He claimed a drawback on coals taken to Home Park Mill.

1104. Would it not very materially alter the question submitted to the committee?—I recollect Mr. Dickinson stating, or rather Mr. Barlow on his behalf, that the coals were taken to a spot on the canal which was a distance of more than 20 miles from the General Post Office, that was not however in the claim.

1105. Then, of course, the claim was, that he could carry them to his own land, to his own mill, within the circle?—Mr. Dickinson raised a claim to be entitled to the drawback, on coals delivered at Home Park Mill, which is within the circle.

1106. *Chairman.*] Are these minutes taken before that select committee?—I have no doubt about it.

1107. Mr. Alderman *Cubitt.*] In the event of any merchant or consumer feeling himself aggrieved, can he appeal from you to the committee?—I invariably advise them to have recourse to that proceeding. There are members of the coal trade here in attendance who can speak to the usual custon upon that point.

1108. You say that with regard to coals at Hertford, if they are to be carried out and consumed beyond the district, the coal-merchant is allowed the drawback?—Yes, on behalf of the consumers.

1109. Have you not said with regard to St. Alban's, that that could not be so?—Yes, because, as I have stated, St. Alban's is wholly supplied with inland coals northwards. Coals are cheaper northwards of St. Alban's than they are at St. Alban's itself; whereas in Hertford coals are dearer northwards of Hertford than they are at Hertford itself. The state of the trade in those two places is reversed.

1110. But if coals coming inland, on arriving at St. Alban's have paid the duty, what is the reason why the drawback should not be allowed if those coals are exported?—I see no reason whatever it should not be allowed; such a thing is not likely to occur on account of the nature of the trade?

1111. Such a claim has never been made?—No, or do I think likely.

Mr. *John Jasper Gripper,* called in; and Examined.

Mr. *J. J. Gripper.*

1112. *Chairman.*] ARE you carrying on trade as a coal merchant in Hertford?—Yes, and in Ware also.

1113. Ware being out of the district, do the coals that you deal in there receive the drawback?—All coals we sell at Ware we receive the drawback on.

1114. And as regards the town of Hertford?—We do not receive the drawback for the town of Hertford.

1115. In the event of your supplying coals to a farmer, or any private gentleman

gentleman who sends his team in with corn to load back with coals, do you receive the drawback in that case?—We make a return once a month to the registrar, and we receive the drawback.

1116. What is the price of coals that you are supplying at this moment at Ware?—They are different prices at Ware; the best Walls End coals are 20 *s.* 6 *d.* a ton.

1117. What is the price of the same coal at Hertford?—Twenty-one shillings and sixpence; we make 1 *s.* difference between the price at Hertford and the price at Ware.

1118. Why is that?—In consequence of the duty.

1119. But suppose a person living outside the area of taxation buys coals of you at Hertford, the price at which you supply him would be 21 *s.* 6 *d.*?—We should make an agreement with him deducting the price of duty, in consequence of being allowed it from the City.

1120. Is there any gentleman you can name, whom you are supplying, withdrawing that 1 *s.* in consequence of receiving the drawback?—We are obliged to do so with the whole of the gentlemen living out of the district, otherwise we should not be able to sell these coals to them; if we sell any quantity to them, such as four or five tons, or a waggon load, they make an agreement as to the price of the coals, or their steward does for them; of course to insure their custom we put the coals as low as we can.

1121. Do you think that the inhabitants of Hertford are at all aware that this drawback is granted?—No, I do not think they are.

1122. When you deduct the 1 *s.*, you do so to insure their custom?—Yes, the competition between the Great Northern Railway and the town of Hertford is such, that of course every 1 *s.* makes a difference. We think it is a very hard case that we should be obliged to pay a duty at Hertford, when they do not at Ware. We looked very strictly into the Act, and we found there was a clause by which we could get the drawback, which made it a matter of discretion with the corporation, and we made an application to them to allow it.

1123. Private individuals living within reach of Ware and Hertford do not send for coals to Ware in preference, but they are just as well inclined to buy at Hertford; they send to Ware, in consequence of Ware being able to give them that drawback of 1 *s.*?—Yes; for instance, Mr. Newman of Watton sometimes takes coals from Hertford and sometimes from Ware; of course we allow him the coals at the same price at Hertford as we allow them to him at Ware. We get the drawback from the City.

1124. Sir *H. Meux.*] He is without the district?—Yes.

1125. *Chairman.*] But all parties living in the town of Hertford, which is within the district, you charge with the 1 *s.*?—We charge them according to our advertised prices. Previous to the passing of this Act, inland coal did not pay at all; we received inland coals free. I think we commenced receiving inland coals in 1850, and up to the passing of this Act, which is, I believe, in 1851, we did not pay duty on inland coals at all, and received nearly 1,000 tons without paying duty.

1126. Can you give any evidence as to the effect of the coal tax upon the town of Hertford; does it cramp the trade?—I cannot give any distinct evidence that it does so, because we get the allowance of the drawback from the City if we send beyond. We do not find it does cramp the trade; if we did not receive that drawback, it would, certainly.

1127. How long have you received that drawback?—From the first passing of the Act.

1128. Is that given generally to all the trade of Hertford?—That I do not know; we only had to look out for ourselves.

1129. Have you any special agreement with the Eastern Counties Railway Company for delivering your coals?—We have an arrangement for the delivery to Hertford.

1130. Is there any agreement with regard to coals being brought into the town of Hertford?—The railway does not bring coals into the town of Hertford.

1131. Is that owing to any agreement with them?—No, the coals which come into the town of Hertford come from the Northumberland and Durham Coal Company's wharf; unless parties had a large quantity it would not answer their purpose to send them down.

Mr. J. J. Gripper.

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1132. Is there much competition with you in the town of Hertford now, owing to coals being brought from Welwyn by the Great Northern into the town?—There is a small quantity of coal which comes from Welwyn into the district.

1133. Before the opening of the Great Northern you supplied the whole of that district?—The opening of the Great Northern took away about half the trade in coals from Hertford.

1134. Did it have the effect of lowering the price of coals in the district?—No, I think not; the coals have been higher irrespective of the Great Northern, and everything else; the coals have been high in the north.

1135. Can you state what the difference of price is now as against four years ago?—I think the Great Northern opened in 1849 or 1850.

1136. Can you give us the price then?—The coals are higher now than they were then; however, they have varied very much indeed since that time; they have been considerably lower.

1137. Do you wish the Committee to understand that you consider the drawback given under that Act as completely countervailing the duty towards the consumers generally of the district?—No.

1138. Should you like to see the duty off coals altogether, or the reverse?—Decidedly I should like to see it off, we find it a great hardship. Not only the inland, but also the sea-borne coals that are put on the railway at Lynn, are now obliged to pay the duty. If it had not been for the passing of this Act we should not pay duty at all. The stone was fixed and the City boundary was placed at Broxbourne, but after the passing of this Act that stone was altered and removed.

1139. Further from London?—Yes.

1140. Sir *H. Meux.*] Had that stone been placed there for any length of time?—Many years; in fact we endeavoured to discover when it was first placed there, but the railway people did not keep a proper record of the placing of the stone, and we could not discover when it was put down. There cannot be a doubt, that it was placed there by the City authorities, because it had the City arms upon it, and is a similar stone to the one in use now. They claimed a duty on coals coming from the north; the railway company made a branch line, so evaded passing this stone; it turns round again and comes down Hertford without passing the stone.

1141. *Chairman.*] Are you a member of the corporation of Hertford?—Yes.

1142. Do you recollect any communication passing between the corporation of Hertford and the corporation of the City of London with reference to the prospect of Hertford being exempt under an agreement?—Yes; I came to London once or twice, and had interviews with the corn and coal committee.

1143. When did you first find out that Hertford was not to be exempt?—I cannot tell exactly the date; it was previous to the passing of the Act. We had interviews with the corn and coal committee, and we were in hopes that the town would have been exempt. The matter was placed in the hands of Mr. Cowper and the Remembrancer, and they were to confer with Lord John Manners, who was then in the Office of the Woods and Forests.

1144. Did you ever understand that a promise had been actually given?—I was told so.

1145. Not officially?—No, merely in conversation.

1146. Sir *H. Meux.*] Was that before 1851?—It was about the time of the passing of the Act.

1147. *Chairman.*] Was there any rejoicings in the town of Hertford, such as bell-ringing, or anything of that kind?—No; I do not remember that there was.

1148. Have you any other point on which you wish to offer any evidence?—No; we feel it a great hardship that the Government should allow the Great Northern Company to compete with us in coals as a railway company.

1149. Mr. *Masterman.*] You have stated that there was no official communication passing between these authorities with regard to Hertford being exempt from the coal duty?—No, I believe not.

1150. In what situation was the town of Hertford in reference to the coal duties, previous to the year 1845, when coals were made payable within 20 miles from the General Post-office?—Previously to our receiving inland coals the town of Hertford paid duty on all coals.

1151. Did

Mr. *J. J. Gripper.*

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1151. Did not the town of Ware, previously to the passing of that Act, pay the duty?—Until the passing of the last Act, it paid the duty.

1152. By the Act of 1851, it is exempt from the payment of duty?—Yes.

1153. Hertford being within the limits is still liable to the duty?—Hertford being within the limits, I suppose is liable.

1154. Have you any knowledge of the proportion of sea-borne coal consumed in the town of Hertford at the present moment?—No, it is difficult to say, because the town of Hertford only contains 6,000 inhabitants; consequently, a large portion of the coals which come to Hertford are consumed in the country around.

1155. Then you cannot say what proportion of sea-borne is consumed?—I think about 4,000 tons.

1156. Does the payment of the duty, in your opinion, restrict the consumption in Hertford?—No, I cannot say that it does, because we have no means of competing in any other way.

Mr. *Henry Welton,* called in; and Examined.

Mr. *H. Welton.*

1157. *Chairman.*] ARE you a member of the coal committee?—I am a minuting clerk in the Town Clerk's Office.

1158. Is it your duty to attend to the coal and corn, and finance committee?—Yes.

1159. And the select committee also?—Yes, it is my duty to attend to the whole of the business.

1160. It has been stated that the coal and corn committee is composed of 41 members, is that correct?—Forty-two at the present time.

1161. How is the sub-committee formed?—It is appointed monthly.

1162. Consisting of how many?—Twelve.

1163. And to them is referred all the work?—No, at every monthly grand committee it is referred to them to go down to the Coal Exchange, and examine the accounts for the previous month of the clerk and collector, and the clerk and registrar.

1164. Do these questions of the granting of drawback come before that committee?—Yes.

1165. Before the sub-committee?—Yes.

1166. What do they do with those applications?—The sub-committee examine Mr. Scott's account and applications for drawback; and if approved, recommend them to the grand committee for the warrants to be signed for the payment of the drawback.

1167. Does Mr. Scott state his objections where the drawback is refused, and are those objections considered by the sub-committee?—Yes.

1168. Does that sub-committee keep a minute book?—Yes.

1169. And are the proceedings of the day entered into that minute book?—Yes; and all their proceedings need the confirmation of the monthly grand committee.

1170. Were you present when the agent of Mr. Dickinson appeared before that sub-committee?—Yes; I am not sure whether it was a monthly sub-committee or not; I believe it was; it was at Guildhall.

1171. Do you remember whether there were a good many of the members present?—Six or seven, I should think, to the best of my recollection.

1721. Were there minutes taken of the proceedings of that day?—Yes.

1173. Can you recollect the exact claim which Mr. Dickinson made?—There was a statement made by the gentleman who attended on the part of Mr. Dickinson, and the locality of his premises was examined, and the Committee expressed an opinion that there was no claim for the drawback.

1174. Was the claim made by Mr. Dickenson on the ground of his coals being landed upon his own land outside the area of taxation, although consumed afterwards within the area of taxation in his own mill?—I do not recollect the exact terms of the application; the committee were of opinion that the coals were not consumed beyond, and therefore they could not allow the drawback.

1175. Was that application made in writing, or only *vivâ voce*?—I think a gentleman attended; I do not think there was anything in writing; there had been, probably, letters previously.

1176. Would that appear in the minutes?—Yes.

Mr. *H. Wilton.*

1177. The application, and the mode in which it was made?—Certainly.

1178. Could those minutes be produced before this Committee?—Yes.

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1179. Mr. Alderman *Cubitt.*] Without talking about the construction of the Act of Parliament, whether the committee were right or wrong, is it not the fact that if the drawback were allowed in this case, there would be no reason why the drawback should not be allowed on all coals landed there to any amount whatever, and brought within the area of taxation to any place?—No doubt.

1180. That is your opinion?—Yes.

1181. *Chairman.*] You were understood to say that the committee, in giving this drawback, take into consideration not whether the coals are carried beyond the area of taxation, but whether they are ultimately to be consumed beyond the area of taxation?—"Delivered and consumed" have been the words generally employed.

1182. They allow the drawback only when they are satisfied that the coals are to be consumed beyond the area of taxation; the statement of their being carried beyond the limits would not give the claim to drawback?—Certainly not, if delivered beyond.

1183. On going out of the area of taxation by a public road, have you any means of knowing where they are to be consumed?—No, I apprehend not.

1184. In that case the drawback would be allowed?—An exemption or return of duty might be allowed.

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Account of the Total Amount contributed out of the Property and Estates of the Corporation of London for Public Purposes and Improvements, irrespective of the Coal Duties and of the Amount of the Fourpenny Coal Duty, the Property of the Corporation, contributed voluntarily towards such Objects since the passing of the Act 5 & 6 William and Mary - - p. 220

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Statement, showing the Years during which the respective Railway Companies commenced paying Duties to the Corporation on account of Coals brought within the Limits of the Boundary; also the Quantities so brought - - - - - - - - - - - - - p. 221

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Appendix, No. 9.

Statement, showing the Approximate Quantities on which a Drawback has been allowed, during the Year 1852, on Coals conveyed beyond the Port of London, and the Limits of the London District - - - - - - - - - - - - - - - p. 222

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Appendix, No. 10.

Paper delivered in by Mr. B. Scott:

Statement of the Pensions granted by the Corporation of London to Deputy Sea Coal Meters, upon the Abolition of their Offices, by the operation of the Act 1 & 2 Will. 4, c. 76, stating when the said Pensions were granted, and the Length of Service of each Pensioner; also how many of the said Pensioners survived on the 1st January 1853, and the Amount of their Annual Pensions still payable - - - - - - - - - - - p. 223

Appendix, No. 11.

Return of the Sums charged by Parliament on the produce of the Coal Duties in force previously to the Act 1 & 2 Will. 4, c. 76 (Local and Personal), and remaining unpaid on the 31st day of December 1831; the Sums subsequently so charged, specifying the Acts of Parliament by Authority of which they have been raised, and the Purposes for which the Money was expended, and the Amount of the Principal Sums respectively charged on the Coal Duties and remaining due on the 5th January 1853 - - - - - - - - - p. 226

Appendix, No. 12.

Return of the Sums chargeable and actually raised under the provisions of the Acts 9 & 10 Vict. c. 34, and 13 & 14 Vict. c. 109, by which Powers were given to Her Majesty's Commissioners of Works to make certain Improvements in Spitalfields; specifying the Date of each Loan, the Rate of Interest, the Repayments (if any), and the Balance of Principal and Interest remaining due on the 5th January 1853; also, an Account of the mode in which the Monies raised under the said Acts have been Expended, to the same Date - - - - - - p. 229

Appendix, No. 13.

Mr. Warren's Opinion, 20 April 1853 - - - - - - - - - - p. 230

APPENDIX.

Appendix, No. 1.

RETURNS showing the Amount of any MUNICIPAL or other DUTIES per Ton levied on COALS, to whom such Duties are Paid, and in what Manner applied; and the Total Amount of such Duties in the Years 1851 and 1852.

ABERDEEN HARBOUR.

THE shore or harbour dues levied on coals at Aberdeen, and payable to the Commissioners for the Improvement of the Harbour of Aberdeen, are $3\frac{3}{4}$ *d.* per ton.

The metage dues payable to the Harbour Commissioners, and applied in payment of meters' wages, providing and upholding weights and measures for weighing the coals, are $1\frac{3}{4}$ *d.* per ton.

For Year from September 1850 to September 1851:

	£.	s.	d.
The amount of shore dues on coals was - - -	2,029	5	11
Metage dues for same period - - - - -	1,009	16	10
TOTAL - - - £.	3,039	2	9

For Year from September 1851 to September 1852:

The amount of shore dues on coals was - - -	1,916	2	5
Metage dues for same period - - - - -	954	3	–
TOTAL - - - £.	2,870	5	5

Alexander Reid,
Harbour Collector and Treasurer,
Port of Aberdeen.

19 March 1853.

BERWICK-UPON-TWEED.

MUNICIPAL DUTIES - - - None of any kind.

OTHER DUTIES.

AMOUNT.	To whom Payable.	In what Manner Applied.	Total Amount of Duties. 1851. Export or Import.	Tonnage.	Duties. £. s. d.	1852. Export or Import.	Tonnage.	Duties. £. s. d.
3 *d.* per chaldron.	- - To the Commissioners of Berwick Harbour, under 48 Geo. 3, c. 104.	- - For re-building and maintaining the pier, and improving the harbour of Berwick-upon-Tweed.	Export -	1,175	11 15 –	Export -	1,165	11 13 –
			Import -	1,890	18 18 –	Import -	1,824	18 4 9½

N. B.—I have not applied for nor obtained any return from the Collector of Customs of duties on coals collected for the public revenue; nor does the above return meddle with turnpike tolls on coals coming into or going out of the borough in carts or carriages, the amount of which cannot be ascertained.

R. Home,
Town Clerk, and Clerk of the Peace.

14 March 1853.

Appendix, No. 1.

TOWN OF BRIGHTON.

The Brighton Town Act (6 Geo. 4, c. 179, s. 163) enacts, "That there shall be paid to the Commissioners acting under the authority of the said Act, any rate or duty which the said Commissioners shall think fit to order and direct, not exceeding—

"For every chaldron of 36 bushels of coals or culm, 3 *s.*
"For every chaldron or like quantity in number of bushels of coke, 1 *s.* 6 *d.*
"For every chaldron or like quantity in number of bushels of cinders and ashes, 1 *s.*
"And for every bushel of charcoal 1 *d.*, and so in proportion for a less quantity of the said several and respective articles which shall or may be landed on the beach of the said town, or in any other manner by land carriage, or otherwise brought or delivered within the limits of the said town."

By virtue of an inquisition of the Court of Quarter Sessions for the Eastern Division of the County of Sussex, holden in the year 1835, and by the order of the Commissioners of the 6th day of January 1836, the following rates or duties were ordered and appointed, viz. :

On coals, 2 *s.* 6 *d.* per ton.
On culm, 2 *s.* per ton.
On coke, 1 *s.* 2 *d.* per chaldron.
On cinders and ashes, 9 *d.* per chaldron.
On charcoal, $\frac{3}{4}$ *d.* per bushel.

These duties are collected and received by the Commissioners, or their collector or collectors.

By the 117th section of the said Act it is enacted, "That all the rates, tolls, duties, assessments, and impositions, which are by this Act authorised to be rated, levied, assessed, or imposed by the said Commissioners (except the rate for watering as aforesaid) shall, when received, be consolidated into and form one fund, and be applicable by the Commissioners to be appointed by virtue of this Act, for the general purposes thereof."

Amount of Town Duty levied under the authority of the Brighton Town Act (6 Geo. 4, c. 179), upon Coals, Culm, Coke, Cinders, and Charcoal, in the Years 1851 and 1852.

1851:	£.	s.	d.
57,920 tons 7 cwt. of coals, at 2 *s.* 6 *d.*	7,240	–	10
201 tons 6 cwt. 3 qrs. of culm, at 2 *s.*	20	2	8
6,625 chaldrons of coke, at 1 *s.* 2 *d.*	386	9	1
10 - ditto of cinders, at 9 *d.*	–	7	6
3,390$\frac{2}{4}$ bushels of charcoal, at $\frac{3}{4}$ *d.*	10	11	11
£.	7,657	12	–

1852:	£.	s.	d.
62,852 tons of coals, at 2 *s.* 6 *d.*	7,856	10	–
154 tons 11 cwt. 1 qr. of culm, at 2 *s.*	15	9	10
7,054$\frac{8}{14}$ chaldrons of coke, at 1 *s.* 2 *d.*	411	10	4
15 - ditto of cinders, at 9 *d.*	–	11	3
2,322 bushels of charcoal, at $\frac{3}{4}$ *d.*	7	5	1
£.	8,291	6	6

Brighton 23 March 1853.

Lewis Slight,
Clerk to the Commissioners.

CHICHESTER.

Amount per Ton.—4 *d.* per chaldron; per ton, 4 *d.*, less one-sixth. *Mem.*—Members of the old Corporation pay only one half dues.

To whom Paid.—Municipal Corporation.

How Applied.—As part of the city fund. The Corporation provide buoys, &c., and maintain a quay, used for landing and shipping, without charge.

Total Amounts.—1851, 122 *l.* 13 *s.* 7 *d.*; 1852, 139 *l.* 14 *s.* 3 *d.*

James Powell,
Town Clerk.

19 March 1853.

TOWN, PORT, AND BOROUGH OF DOVER.

Amount of Coal Duties, &c. per Ton.	To whom Paid.	How Applied.	Total Amount. 1851.	Total Amount. 1852.
			£. s. d.	£. s. d.
1st. Coal duty of 1*s.* 7*d.*	- - To the Treasurer of the Dover Local Board of Health.	- - In aid of the District Fund Account.	2,673 8 4	2,668 3 9
2d. Town droit of 1½ *d.*, from which droit coals brought in vessels belonging to the port of Dover, and to certain other ports specified in the Dover Harbour Act, are exempt.	- - To the Treasurer of the Borough.	- - In aid of the Borough Fund.	44 18 9	29 14 10½

Note.—1st. The coal duty of 1*s.* 7*d.* per ton is levied by virtue of certain Local Acts for paving, &c. the town. On the application in 1850 of the Public Health Act to Dover, the Commissioners under the Local Acts ceased, and their revenues and functions were transferred to the Corporation, as the Local Board of Health, whereupon these coal duties (subject to a debt of 23,724*l.* charged thereon, and on certain other tolls by the late Commissioners of Paving), fell into the District Fund Account.

2d. The town droit, called "Coal Money," has existed from time immemorial, and is charged (together with other property) with a sum of 840*l.* 2*s.* 4*d.*, balance of a debt of 1,500*l.*, secured by a mortgage thereof made by the old Corporation prior to the Municipal Corporations Act.

Thomas Baker Bass, Town Clerk.

DUNDEE.

YEARS.	Rate per Ton.	Total Amount of Duty levied on Coal by the Trustees of the Harbour of Dundee, under Acts of Parliament, passed for Maintaining and Improving the Harbour of Dundee, and applied for that purpose, on Coals imported by Sea.	Rate per Ton.	Total Amount of Duties on Scotch Coals levied by the Magistrates and Town Council of Dundee, as Patrons of the Hospital and Kirk Fabric of that Burgh, and applied towards supporting the Funds of the Kirk Fabric and the Hospital of said Burgh respectively.	TOTAL.
		£. s. d.		£. s. d.	£. s. d.
In the Year 1851	3*d.* 3/32 of a penny	2,055 5 2	5/8ths of a penny	55 - 9	2,110 5 11
Ditto - 1852	„ -	1,896 18 3	„ -	38 13 11	1,935 12 2
		£. 3,952 3 5		£. 93 14 8	£. 4,045 18 1

Coals brought to *Dundee* by Railways.

	Rate.	*Tons. Cwt.*
Besides the above, the subscriber having applied to the Managers of the Dundee and Perth Railway Company, and Dundee and Arbroath Railway Company, by which coals are brought into Dundee, he is informed that there were brought into Dundee by the Dundee and Perth Railway, in 1851 - - - - -	no duty -	4,072 0
Ditto, in 1852 - - - - - - - - - - -	„ -	4,817 0
And by the Dundee and Arbroath Railway there was brought into Dundee, in 1851 - - - - - - - - - -	6*d.* per ton*	4,757 13
Ditto, in 1852 - - - - - - - - - - -	„ -	10,201 6
		23,847 19

* This 6 *d.* per ton is apparently for the carriage of the coals, as it is reported as going to the revenue account of the railway.

Wm. Barry, Town Clerk.

Appendix, No. 1.

TOWN OF HARWICH.

One penny per ton is levied on all coals delivered in the town of Harwich, and the amount is applied to the general purposes of the Borough Fund of Harwich. In the year 1851, the total amount thereof was 9*l.* 17*s.* 4*d.*; and in the year 1852, the total amount thereof was 11 *l.* 8 *s.* 1 *d.* There is also the sum of 2 *s.* per chaldron levied on all coals landed and used in the said town; the sums so received are applied to the general purposes of a local Act, intituled "An Act for Paving, Cleansing, Lighting, Watching, and otherwise Improving the Town of Harwich, in the County of Essex; and for supplying the said Town with Water." In the year 1851, the total amount so raised was 335 *l.* 8 *s.*; and in the year 1852, the total amount so raised was 308 *l.* 1 *s.*

Edward Chapman,
Harwich, 11 May 1852. Town Clerk.

HASTINGS.

Coals and Coke imported into *Hastings* from 1 January 1851 to 31 December 1852, both inclusive, with the Amount of Duty thereon and Drawback allowed during the same Period within the District of the *Hastings* Local Board of Health:—

	Tons. cwts. qrs.				£.	*s.*	*d.*
Coals - - -	20,265	5	3	at 2*s.* 4*d.* per ton - - -	2,384	2	5
Drawbacks -	6,751	11	2	at 2*s.* 4*d.* per ton - - -	794	5	9½
Coke - - -	35	4	0	at 1*s.* 8*d.* per ton - - -	2	18	8
Drawbacks -	142	4	1	at 1*s.* 8*d.* per ton - - -	11	17	2½

This 142 tons 4 cwt. 1 qr. is coke converted out of coals by the Gas Company at Hastings.

This does not include a return of the coals and coke imported into the whole borough of Hastings, but only within the district of the local Board of Health. For a return of the remaining quantity imported, application should be made to the "Clerk to the Commissioners under the Town of St. Leonard's Improvement Act."

John G. Shorter, Town Clerk.

15 March 1853.

KINGSTON-UPON-HULL.

	£.	*s.*	*d.*
Amount of duty received by Coal Inspector in 1851 on 50,568 chaldrons of coal, at 1 *d.* per chaldron - - - - -	210	14	–
Amount of duty received by Coal Inspector in 1852 on 39,912 chaldrons of coal, at 1 *d.* - - - - - - - - -	166	6	–

The above rate or duty is levied by virtue of a local Act of Parliament passed in the 50th year of his late Majesty George 3, and called the "Myton Improvement Act."

The above duty is now paid to the local Board of Health of this borough by the Inspector of Coals (he first deducting his expenses, salary, &c. therefrom), and the Board apply the remainder of such money to repairing and maintaining, &c. the streets of this borough.

L. C. Tarn, for the Town Clerk

12 March 1853.

LEITH.

There is no municipal or other tax levied upon coals brought within this burgh; such as are brought by sea, like every other article which is imported, pay shore or harbour dues, but I do not understand these to be of the nature of the tax to which the order has reference. If I should be mistaken in this, I beg to refer you for any information you may require as to the shore dues paid for coals imported into the harbour to the "Commissioners of the Harbour and Docks of Leith," under whose administration the harbour revenues are placed.

W. Anderson, Town Clerk.

12 March 1853.

MARGATE.

	Tons.	*Amount, at 3 s. per ton.* £. s. d.
From April 1850 to 5 April 1851 - -	10,223	1,490 10 –
„ April 1851 to 5 April 1852 - -	9,863	1,437 17 –

These duties are levied by the Margate Pier and Harbour Company, under the authority of the 52 Geo. 3, c. 186, and are applied in maintaining the pier, harbour, and works belonging thereto, and in paying the interest of the outstanding debt of 67,200 *l.*

N.B.—Coals used by steam-boats, included in the above amount, are charged 1 *s.* per ton only, and a drawback of 2 *s.* per ton is allowed upon all coals sent out of the parish of St. John, Margate.

S. S. Chancellor, Clerk.

11 March 1853.

MONTROSE.

The duties per ton levied upon coals forms part of the revenue of the Harbour Trustees, collected in virtue of the Acts of Parliament mentioned below; and out of the total of the harbour rates, the Trustees have to pay 600 *l.* a year to the Town Council for the right to the harbour, conveyed by the Corporation to the Parliamentary Trustees soon after the passing of the Act of 1837.

Geo. C. Myers, Town Clerk.

12 March 1853.

Montrose Habour.

The duties on coal are levied in virtue of two Acts of Parliament, obtained in the years 1837 and 1850, by which the Trustees are empowered to levy 2¾ *d.* per ton on all coal imported into the harbour. By the Act passed 15 July 1850, power is taken to increase this rate to the extent of 25 per cent., which is now collected:

	£	s.	d.
The duties levied in 1851, amounted to - - - - -	516	9	1½
Ditto „ 1852, „ to - - - - -	482	–	–

Out of the monies thus levied on coal and other goods, the Harbour Trustees (to whom the same are payable) apply the proceeds, in terms of the above-mentioned Acts; and *inter alia*, 600 *l.* is paid annually to the corporation.

John Smith, Collector.

12 March 1853.

PETERHEAD.

The duties levied on coals at the harbours of Peterhead are 10 *d.* per ton on English coals, and 9 *d.* per ton on Scotch coals; the duties on which are paid to the trustees of the harbours, and are applied for the use and improvement of the harbours. The total amounts received for duties on coals for the years 1851 and 1852 were 389 *l.* 4 *s.* 7½ *d.*, and 371 *l.* 4 *s.* 4 *d.*

William Alexander, T. C.

17 March 1853.

PLYMOUTH.

There have been no municipal or other duties per ton levied upon coals within the jurisdiction of Plymouth, in the years 1851 and 1852.

Charles Whiteford,
Town Clerk.

11 March 1853.

Appendix, No. 1.

PORTSMOUTH.

Amount of Municipal or other Duties per ton, levied within the Borough of Portsmouth:

On Coals landed at the town wharfs, 6*d.* per ton.
On Coals landed at any other parts of the shores of the Borough, 2*d.* per ton.

To whom such duties are paid - - - The Corporation of Portsmouth.

How such duties are applied - - - In payment of the interest, and 5 per cent. annually of the principal, of a debt of 13,000*l.*; in maintenance of the wharfs, payment of salaries of officers and servants; the balance, if any, being applied to the general expenditure of the Borough.

Total Amount of such Duties in the Years 1851 and 1852:

	£.	s.	d.	£.	s.	d.
In 1851:						
Duties on 38,910 tons, at 6*d.*	972	15	3			
Ditto, on 13,025 tons, at 2*d.*	108	11	–			
				1,081	6	3
In 1852:						
Duties on 43,537 tons, at 6*d.*	1,088	8	6			
Ditto, on 21,925 tons, at 2*d.*	182	4	3			
				1,270	12	9

The above duties are levied under the powers of an Act passed Session 1839, intituled, "An Act for Enlarging the Town Quay of the Borough of Portsmouth, and Improving that portion of the Harbour of Portsmouth called the Camber."

John Howard,
12 March 1853. Town Clerk.

RAMSGATE.

	£.	s.	d.
Amount of coal duties levied in 1581 - - - - - -	1,580	14	–
Amount of coal duties levied in 1852 - - - - - -	1,749	1	6

Two shillings per ton paid to Commisioners' Treasurer, and applied, with income from other sources, to general purposes of the Local Act.

Martin L., & C. Daniel,
11 March 1853. Clerks to Commissioners under the Ramsgate Improvement Acts.

ST. ANDREWS.

Description of Dues.—Harbour Dues.

Amount per Ton.—One halfpenny from burgesses; one penny from all others.

Amount, 1851.—10*l.* 10*s.* 4½*d.*

Amount, 1852.—8*l.* 10*s.* 0½*d.*

To whom Paid.—Magistrates and Town Council of St. Andrews, as representing the community.

How Applied.—In maintenance of harbour and burgh purposes.

Grace & Yoole,
St. Andrews, 17 March 1853. Town Clerks.

SCARBOROUGH.

Mayor's Dues.

One sack of Coals from each vessel delivering at Scarborough.

1851 - -	154 cargoes	= 9 tons 10 sacks.
1852 - -	147 „	= 9 tons 3 sacks.

The Mayor's Coal dues are distributed gratuitously amongst the poor of the town.

WATER TOLLS.

Three halfpence per ton on all coals imported.

	£.	s.	d.
Gross receipts for 1851 - -	69	3	11½
„ 1852 - -	64	15	2

Twelve and a half per cent. commission allowed for collection.

The proceeds from the Water Tolls are applied in the repairs of the Corporation Pier and Dolphins in the harbour.

In addition to the above, a duty is levied upon coals by the Commissioners of Scarborough Pier, and Harbour, under 6 Vic. (27 June 1843), the Secretary to the Commissioners acts for them.

J. J. Moody,
15 March 1853. Town Clerk.

SHOREHAM.

No coal duties are levied in this town.

Chas. D. Binkwell,
16 March 1853. High Constable and Returning Officer.

SOUTHAMPTON.

No duty is levied upon coals within this borough. The Commissioners for improving the port and harbour of Southampton, make a charge of three-pence per ton for wharfage upon coals discharged from vessels lying alongside the public quays belonging to the Commissioners.

Charles E. Deacon,
11 March 1853. Town Clerk.

HARBOUR AND TOWN OF STONEHAVEN.

The only duty levied upon coals in the harbour and town of Stonehaven, is what is called the shore and harbour dues, which are levied on all coals imported into the harbour, at the rate of sevenpence per ton. The duty is paid to the Harbour Trustees, and applied to the support of the harbour, and towards payment of the debt incurred in making it. The total amount of the duty in the year 1851 was 107 *l.* 6 *s.* 5 *d.*; and in the year 1852, 102 *l.* 0 *s.* 1 *d.*

James Tindal,
17 March 1853. Town Clerk.

WEYMOUTH AND MELCOMBE REGIS.

DUTIES on Coals imported into the Harbour of *Weymouth* and *Melcombe Regis*, in the county of Dorset, in the years 1851 and 1852 :

	£.	s.	d.	
1851 - - - Amount received - - -	424	–	2	at 6*d.* per ton.
1852 - - - Amount received - - -	641	5	5	at 1*s.* 4*d.* per ton.

To whom paid and their application :—The Town Council, who are trustees by virtue of their office under the Bridge Act; and are applied in liquidating a debt incurred in building a new bridge across the harbour.

Frederick Charles Stiggatt,
17 March 1853. Town Clerk.

Appendix, No. 1.

WHITBY.

AMOUNT of Duties of 1*s.* per Ton upon COALS, COKE, and CINDERS, received by the Commissioners appointed under and by virtue of an Act of Parliament made and passed in the Seventh year of the Reign of King William the Fourth, intituled, "An Act for better Paving, Cleansing, Lighting, Watching, and Improving the Town of Whitby, in the North Riding of the County of York," for the Years ending 5th July 1851 and 1852.

	£.	*s.*	*d.*	£.	*s.*	*d.*
5 July 1851:						
Account of coals duty received: Gross amount - -	508	10	7			
Less, drawbacks and commission - - - -	94	7	5			
				414	3	2
5 July 1852:						
Amount of coal duty received: Gross amount - -	486	12	–			
Less, drawbacks and commission - - - -	88	18	11			
				397	13	1
TOTAL Amount in the Years 1851 and 1852 - - £.				811	16	3

Appleton Stephenson, Clerk to the Commissioners.

GREAT YARMOUTH.

DUTIES levied upon Coals in the Years 1851 and 1852.

Coals delivered in 1851.

Tons.	*Duty per ton.*	£.	*s.*	*d.*
141,307	at 2¼*d.*	1,324	15	–
6,100	at 6¼*d.*	158	17	1
TOTAL - 147,407	£.	1,483	12	1

The 6,100 tons were imported in vessels not registered at the port, and under the 6th Will. 4, those vessels pay 4*d.* per ton extra.

Coals delivered in 1852.

Tons.	*Duty per ton.*	£.	*s.*	*d.*
153,358	at 2¼*d.*	1,437	14	7½
4,161	at 6¼*d.*	108	7	2½
TOTAL - 157,519	£.	1,546	1	9¾

The 4,161 tons were imported in vessels not registered at the port, and under the 6th Will. 4, those vessels pay 4*d.* per ton extra.

The above amount of duties is received by the Treasurer of this Borough on account of the Town Council, and is carried to the account of the Borough Fund.

Town Clerk's Office,
14 March 1853.

Appendix, No. 2.

No. 1.—AMOUNT of SUPPLY; showing each COAL DISTRICT from which it is derived, and the Amount from each.

SEABORNE, 1832.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
86	Adair's	31,755
24	Beaumont	9,522
3	Bell, Robson & Co.'s Low Main	906
70	Bensham Main	20,225
1	Bewicke & Co.'s Bean	257
20	Bishop Main	4,568
1	Blake's Main	239
8	Blaydon Main	1,639
10	Charlotte Main	3,194
11	Chester Main	2,500
2	Coxlodge	665
53	Dean's Primrose	14,477
63	East Percy	17,994
2	Ellison Main	620
1	Ellison Main Bean	275
1	Ellison Low Main	286
52	Felling Main	17,204
2	Forest	752
38	Garesfield	10,918
5	Gosforth, W. E. Bean	1,292
1	Heaton Main	280
78	Hebburn	21,727
107	Holywell	42,132
4	Howard's Main	1,318
35	Kenton, West	10,386
17	Killingworth Main	6,699
2	Newburn Main	873
1	Newcastle	408
40	Orde's Redheugh	15,515
81	Pelaw	20,794
13	Pitt's South Moor	4,553
58	Pontop Windsor	21,766
1	Sheriff Hill	226
53	Shipcote	19,440
20	South Holywell	5,576
18	St. Lawrence Main	6,139
113	Tanfield	34,196
2	Thackerah Main	444
1	Toft Moor Splint	274
89	Townley	35,281
5	Usworth Main	852
10	Wade's Bensham	2,377
40	West Hartley	12,336
76	Willington	21,737
5	Willington Bean	1,039
79	Wylam	31,224
1,402		456,880
NEWCASTLE WALLSEND:		
92	Bell's and Brown's	27,444
74	Bell, Robson & Co.	22,653
232	Bewicke & Co.	74,297
20	Blake	5,747
16	Boundary	3,425
66	Brown's	21,831
21	Burraton	6,653
95	Callerton	34,217
52	Carr & Co.	16,298
24	Chirton	7,110
96	Clarke & Co.	29,810
145	Gosforth	47,305
1	Greenwell	188
8	Hazleriggs	2,420
139	Heaton	45,447
105	Hilda	41,535
121	Hotspur	38,461
1	Jesmond	371
47	Joliffe's	14,105
202	Killingworth	65,222
1	Monkseaton	233
30	Newbiggin	9,761
131	Newmarch	40,526
166	Northumberland	51,579
14	Peareth	4,340
72	Perkins	22,767
139	Riddell's	43,628
13	Russell's	4,232
10	Todd & Watson's	3,239
69	Walker	22,808
6	Walridge	1,346
2,208		708,998
BLYTH:		
8	Blyth	1,632
91	Cowpen	20,402
65	Hartley	20,850
25	Netherton Main	5,970
1	South Togson	84
190		48,938
SUNDERLAND:		
2	Beamish South Moor	612
2	Beamish Morton Main	481
62	Bell's Primrose	18,469
3	Davison's Morton Main	397
7	Eden Main	1,130
2	Fawcett Main	484
77	Lambton Primrose	17,134
1	Londonderry Nut	117
1	Primrose Mixed	50
1	Russell's Hetton Nut	43
1	Russell's Lyon's Main	318
159		39,235

No. 1.—Amount of Supply, &c.—Seaborne, 1832—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND WALLSEND:	
3	Hebdon	852
575	Hetton	167,105
352	Lambton	100,425
165	Lyons	40,484
112	Russell's Hetton	30,877
22	Russell's Lyon's	5,522
1	Simpson's	192
4	Steam Boat	906
216	Stewart's	65,155
487	Stewart's Seaham	139,418
36	Stobart's	8,427
1,973		559,363
	STOCKTON:	
3	Adelaide Nut	577
3	Butter Knowle Main	366
1	South Durham Nut	180
3	Tees Nut	333
7	Tees Primrose	1,537
165	W. E. Adelaide	40,252
51	Butter Knowle	10,604
33	Cleveland	8,320
42	Gordon's	10,047
32	Musgrave's	6,292
11	Norwood Hetton	1,798
49	Old Etherly	10,624
45	South Durham	10,449
315	Tees	67,702
1	Witton Park	166
761		169,247
	YORKSHIRE:	
2	Astley	699
1	Attercliff Branch Cannel	100
4	Barnsley Main	406
2	Bromhill	117
7	Denby L.	641
26	Elisecar	2,974
2	Flanshaw Main	380
11	Gawber Hall	2,000
2	Gawber Main	155
1	Hallow's Main	100
13	Inland	1,168
2	Lowther Main	149
2	Methly	372
69	New Flockton	12,985
1	New Gawber Soft	45
2	Newhall Main	180
1	Old Flockton	60
2	Old Haigh Moor	379
2	Parkgate Main	121
161	Silkstone	21,094
5	South Hetton	633
18	South Hetton Seam	1,957
1	Standrig	300
6	Slavely	201
2	Strafford Main	93
1	Sturges & Co.	21
6	Swallow Wood	454
5	Thorphall	450

SHIPS.	QUALITY.	TONS.
	YORKSHIRE—*continued.*	
1	W. E. Ashton	84
6	Barnsley	1,028
11	Devonshire	395
3	Devonshire and Stavely	186
373		49,927
	SCOTCH:	
4	Alloa	496
1	Bridesholm	105
3	Clackmannon	404
1	Donibristle	120
1	Dysart	21
1	Eastfield	70
3	Fordel Main	366
8	Halbeath	1,358
1	Henderson, W. E. and Parrot	99
16	Inverkeithing	2,345
5	North Durham Main	1,231
—	Parrot	47
1	Scotch	20
20	Scremerston Engine	5,664
63	W. E. Elgin	19,790
24	Greenwich Hospital	5,742
11	Henderson	2,662
16	Preston Grange	3,524
20	Selby	5,615
199		49,579
	WELSH:	
1	Bettws	160
4	Binding	850
1	Creswell	225
12	Graigola	2,888
4	Hean Castle	543
9	Landshipping	1,779
1	Little Milford	68
48	Llangennech	11,035
1	Lougher	220
17	Merthyr	3,760
1	Rudry	300
39	Stone	9,443
1	Tenby	108
2	Trimsaran Engine	573
25	Ward's Llannelly	6,662
1	Welsh	30
167		38,644
	FROM SUNDRY PLACES:	
5	Cannel	333
4	Chivington	273
1	Cumberland	42
1	Haydock	8
1	Lonsdale	33
1	Mixed	31
1	Ravenhead	360
1	Spinkhill	7
1	Staffordshire	108
16		1,195

No. 1.—Amount of Supply, &c.—Seaborne, 1832—*continued.*

SHIPS.	QUALITY.	TONS.
	SMALL COAL:	
2	Beamish South Moor	397
1	Brown's W. E and Bean Mixed	204
1	Chester Main	148
2	Ellison Main	487
1	Hetton	31
1	Hutton Seam	117
—	Orde's Redheugh	137
8	Primrose	925
1	Wade's Bensham	182
1	Witton Park	148
2	W. E. Brown's	703
4	Butter Knowle	682
1	Gordon	82
3	W. E. Hotspur	804
—	Lambton	127
7	Newbiggin	2,207
1	Norwood Hetton	78
15	Old Etherly	2,693
1	Wallsend	22
52		10,174
	CULM AND CINDERS:	
28	Culm	6,421
—	Cinders	477

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,402	Newcastle	456,880
2,208	Newcastle Wallsend	708,998
190	Blyth	48,938
159	Sunderland	39,235
1,973	Sunderland Wallsend	559,363
761	Stockton	169,247
373	Yorkshire	49,927
199	Scotch	49,579
167	Welsh	38,644
16	From Sundry Places	1,195
52	Small	10,174
28	Culm	6,421
—	Cinders	477
7,528	Total, 1832	2,139,078

SEABORNE, 1833.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
69	Adairs	27,589
37	Beaumont	14,065
4	Bensham	944
3	Bishop's Main	539
1	Bell's, Robson's & Co's. Bean	272
1	Blaydon Main	212
4	Carr's Hill	1,016
14	Charlotte Main	3,958
94	Chester Main	25,392
108	Dean's Primrose	30,363
53	East Percy	13,408
16	Ellison Low Main	4,077
29	Felling Main	9,500
1	Garesfield	331
2	Graham's Main	720
149	Hebburn	42,451
108	Holywell	42,231
3	Howard Main	809
23	Kenton, West	5,777
1	Newburn Main	318
60	Orde's Redheugh	22,891
157	Pelaw	40,043
7	Picton Main	1,903
44	Ponton	16,976
51	Shipcote	19,089
2	South Holywell	588
1	St. Lawrence	365
99	Tanfield	31,954
92	Townley	37,093
1	Tyne Main	76
8	Usworth Main	2,099
4	Wade's Bensham	801
—	Walbottle Top	212
75	West Hartley	24,145
40	Willington	11,044
73	Wylam	27,597
1,434		460,848

No. 1.—Amount of Supply, &c.—Seaborne, 1833—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND:	
68	Bell & Brown's	18,977
77	Bell's, Robson's & Co.	22,158
117	Bewicke & Co.	36,862
23	Blake's	6,666
6	Boundary	1,591
106	Brown's	34,313
14	Burraton	3,367
23	Callerton	8,615
1	Campbell's	267
52	Carr & Co.	15,959
14	Chirton	4,238
99	Clark & Co.	27,176
107	Gosforth	32,746
1	Greenwell's	166
117	Heaton	36,513
133	Hilda	47,837
1	Hilda (Gas)	320
107	Hotspurs	32,283
3	Howdon	786
4	Jesmond	740
3	Joliffe's	873
234	Killingworth	69,993
161	Newmarch's	50,920
139	Northumberland's	42,088
28	Pearth's	7,437
105	Perkins	32,984
148	Riddell's	46,424
3	Russell's	1,012
3	Todd & Watson's	513
46	Walker	14,445
2	Waldridge	455
3	Woodside	575
1,948		599,299
	BLYTH:	
6	Blyth	794
31	Cowpen	6,675
108	Hartley	33,940
32	Netherton Main	7,227
1	South Togson	53
178		48,689
	SUNDERLAND:	
6	Beamish South Moor	770
1	Bean Main	180
34	Bell's Primrose	10,300
1	Bowes Main	49
8	Eden Main	1,367
2	Fawcett Main	500
232	Lambton Primrose	60,057
1	Russell's High Main	160
2	Russell's Lyons Main	521
2	Springwell Main	305
289		74,209
	SUNDERLAND WALLSEND:	
43	Braddyll's	10,963
786	Hetton	226,299
281	Lambton	81,461
128	Lyons	30,642
109	Russell's Hetton	30,691
21	Russell's Lyon's	5,298
2	Simpson's	555
251	Stewart's	77,590
417	Stewart's Seaham	119,345
8	Stobart's	2,400
19	Urpeth	4,930
2,065		590,174
	STOCKTON:	
1	Adelaide Nut	212
32	Butter Knowle Main	6,900
1	Gordon Nut	68
10	Old Etherly Main	2,717
4	Tees Tanfield	422
147	W. E. Adelaide's	34,032
43	Butter Knowle	8,898
1	Dixon's	108
80	Gordon	18,598
2	Greenfield's	209
30	Musgrave's	5,892
13	Old Etherly	2,881
77	South Durham	16,550
1	Spencer's	66
13	Stockton	2,943
312	Tees	69,184
3	Witton Park	507
770		170,187
	YORKSHIRE:	
1	Attercliff Branch Cannel	113
3	Barnsley Main	333
30	Elisecar	3,041
7	Gawber Hall	870
1	Haigh Moor	15
1	High Green	12
13	Holme's Main	760
3	Inland	191
1	Ledger Bridge	50
1	Methley	104
13	New Flockton	2,670
3	Newhall Main	210
2	New Park Gate	124
4	Rotherham Stone	200
49	Silkstone	5,022
3	Stavely	159
3	Strafford Main	269
5	Swallow Wood	189
10	Thorp Hall	1,140
12	W. E. Devonshire	449
2	Devonshire and Stavely	129
167		16,050
	SCOTCH:	
1	Alloa	105
4	Clackmannan	395
2	Fordel Main	264
3	Halbeath	479
3	Newbottle	290
2	Scotch	90
1	Scremerston Engine	150
31	W. E. Elgin	8,846
11	Henderson	2,312
4	Preston Grange	827
5	Selby	1,380
67		15,138

No. 1.—Amount of Supply, &c.—Seaborne, 1833—*continued.*

SHIPS.	QUALITY.	TONS.
	WELCH:	
1	Bettws	200
1	Castle Main	16
5	Graigola	1,187
5	Hean Castle	842
5	Landshipping	996
28	Llangennech	7,378
18	Merthyr	4,750
12	Nevill's Llanelly	3,263
1	Oakwood	150
26	Stone	6,211
12	Warde's Llanelly	3,398
1	Welsh	25
115		28,416
	FROM SUNDRY PLACES:	
5	Cannel	45
1	Wigan	15
6		60
	SMALL COAL:	
1	Adelaide's	233
4	Beamish South Moor	511
1	Rllison Main	230
2	Ellison Main and Bean	370
3	Hetton	346
1	Hutton Seam	117
2	Old Etherly	270
1	Primrose	168
1	Vane's	320
1	Stobart's and Eden Main	120
3	W. E. Lambton	822
1	Walker	76
22		3,583
	CULM AND CINDERS:	
15	Culm	3,740
1	Cinders	16

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,434	Newcastle	460,848
1,948	Newcastle Wallsend	599,299
178	Blyth	48,689
289	Sunderland	74,209
2,065	Sunderland Wallsend	590,174
770	Stockton	170,187
167	Yorkshire	16,050
67	Scotch	15,138
115	Welch	28,416
6	From Sundry Places	60
22	Small Coal	3,583
15	Culm	3,740
1	Cinders	16
7,077	Total, 1833	2,010,409

SEABORNE, 1834.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
80	Adair	32,168
76	Bensham	16,204
20	Bishop's Main	4,042
1	Bradley	296
1	Bradley Medomsley	349
7	Charlotte Main	1,942
77	Chester Main	21,446
126	Dean's Primrose	38,458
78	East Percy	20,668
3	Ellison Main	623
13	Ellison Low Main	2,718
67	Felling Main	21,591
	Newcastle—*continued.*	
6	Garesfield	2,218
104	Hebburn	30,428
115	Holywell	45,231
2	Howard Main	651
11	Kenton, West	3,416
19	Medomsley	6,770
3	Newburn Main	1,178
3	New Hartley	879
85	Orde's Redheugh	32,740
114	Pelaw	31,433
38	Picton Main	8,409
2	Pitt's South Moor	646

No. 1.—Amount of Supply, &c.—Seaborne, 1834—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE——*continued.*	
59	Pontop Windsor's	22,688
4	Pontop Windsor's (Stanhope & Tyne Company).	1,664
4	Russell's Main	878
2	Russell's High Main	487
1	Russell's Usworth Main	328
3	Sheriff Hill	712
32	Shipcote	10,723
4	South Beaumont Main	1,610
11	South Hartley	3,130
3	St. Lawrence Main	715
92	Tanfield	33,104
2	Townley	847
1	Tyne Maine	190
1	Usworth Main	137
104	West Hartley	32,365
30	Wellington	8,442
1	Windsor's Tanfield	355
78	Wylam Moor	31,956
1,483		474,835
	NEWCASTLE WALLSEND:	
1	Bedes	153
41	Bell and Brown's	11,746
109	Bell, Robson & Co.	31,787
183	Berwicke & Co.	58,582
89	Brown's	29,110
1	Burraton	137
63	Carr & Co.	18,596
5	Chirton	1,651
96	Clark & Co.	28,665
1	Durham	445
179	Gosforth	56,717
131	Heaton	38,399
119	Hilda	45,889
131	Hotspur	40,672
2	Howdon	574
17	Jesmond	4,487
8	Jolliffe's	1,790
224	Killingworth	67,418
9	Lanchester	3,189
2	Medomsley	651
1	Newbiggin	63
156	Newmarch	49,018
164	Northumberland	51,504
83	Peareth's	24,129
132	Perkins's	42,200
107	Riddell's	35,064
11	Russell's	3,249
1	Todd & Watson's	275
13	Waldridge	3,627
50	Walker	16,075
9	Woodside	1,676
2,138		667,538
	BLYTH:	
13	Blyth Main	2,049
59	Cowpen Main	11,624
119	Hartley	38,662
57	Netherton Main	11,933
248		64,268
	SUNDERLAND:	
9	Beamish South Moor	1,357
39	Bell's Primrose	10,591
3	Clarence New Primrose	349

SHIPS.	QUALITY.	TONS.
	SUNDERLAND—*continued.*	
2	Coxgreen Main	477
21	Eden Main	4,845
1	Harraton Main	294
139	Lambton Primrose	34,954
1	Morton Main	150
5	Richmond Main	1,197
2	Russell's Eden Main	378
6	Russell's Lyon's Main	815
3	Urpeth Main	397
1	Wyburg Main	155
232		55,959
	SUNDERLAND WALLSEND:	
51	Braddyll's Hetton	12,316
654	Hetton	186,510
431	Lambton	120,486
116	Lyon's	27,991
75	Russell's Hetton	20,369
36	Russell's Lyon	10,566
2	Springwell	507
2	Steam-boat	340
127	Stewart's	38,777
267	Stewart's Seaham	75,033
22	Stobart's	6,231
11	Urpeth	2,165
1,794		501,321
	STOCKTON:	
1	Adelaide Nut	222
52	Butter Knowle Main	12,056
4	Gordon Nut	602
13	Old Etherley Main	2,735
1	South Durham Nut	177
1	West Hetton	165
126	W. E. Adelaide	27,672
20	Auckland	4,309
19	Butter Knowle	4,062
1	Chaytor's	127
8	Deanery	1,561
114	Gordon	25,166
1	Hedley's	148
38	Musgrave's	6,527
24	Old Etherley	6,184
14	Peirse's	2,912
6	Raby	1,494
22	St. Helen's	4,412
150	South Durham	37,565
303	Tees	68,816
2	Tees Tanfield	405
7	Victoria	1,461
1	Wellington	240
76	West Hetton	12,693
1,005		221,711
	YORKSHIRE:	
1	Barnsley Main	140
4	Elisecar	393
5	Gawber Hall	822
1	High Green	15
2	Holmes Main	25
3	Howard's Main	275
11	Inland	281
10	New Flockton	1,568
83	Silkstone	12,091
2	Stavely	45
3	Strafford Main	56

No. 1.—Amount of Supply, &c.—Seaborne, 1834—*continued.*

SHIPS.	QUALITY.	TONS.
	YORKSHIRE—*continued.*	
12	Swallow Wood	480
9	Thorp Hall	548
10	W. E. Devonshire	239
3	Stavely and Devonshire	161
159		17,139
	SCOTCH:	
4	Clackmannan	508
1	Dysart	72
3	Fordel Splint	564
1	Great Splint	150
1	Halbeath	142
2	Marquis's Main	266
15	Newbottle	1,565
14	North Hartley	3,800
5	Ruchill	1,401
12	Scotch	930
3	Scremerston Engine	815
1	Tranent	95
1	Wellwood Splint	350
1	W. E. Burntisland	182
70	Elgin	19,341
32	Henderson	6,963
6	Preston Grange	1,179
3	Selby	950
1	Wellwood	214
176		39,487
	WELCH:	
1	Abbey	230
2	Creswell	601
5	Graigola	1,190
1	Hean Castle	330
9	Landshipping	2,004
17	Langennech	4,260
16	Merthyr	4,336
2	Milford	205
35	Nevill's Llanelly	8,785
1	Rock Vein	25
29	Stone	7,909
1	Trimsaran Engine	265
1	Warde's Llanelly	300
4	Welch	575
124		31,025
	FROM SUNDRY PLACES:	
14	Cannel	446
	SMALL COAL:	
2	Beamish South Moor	310
2	Braddyll's Hetton	565
4	Cannel	166
1	Mixed	68
1	Old Etherley	170
1	Vane's	233
1	Waldridge	111
1	West Hetton	90
2	Wallsend	52
3	W. E. Bell's	432
1	Hetton	45
1	Lambton	240
—	Walker	5
20		2,487
	CULM AND CINDERS:	
11	Culm	2,175
—	Cinders	294

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,483	Newcastle	474,835
2,138	Newcastle Wallsend	667,538
248	Blyth	64,268
232	Sunderland	55,959
1,794	Sunderland Wallsend	501,321
1,005	Stockton	221,711
159	Yorkshire	17,139
176	Scotch	39,487
124	Welch	31,025
14	From Sundry Places	446
20	Small Coal	2,487
11	Culm	2,175
—	Cinders	294
7,404	Total, 1834	2,078,685

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1835.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
78	Adair's	31,748
76	Bensham	13,069
6	Bishop's Main	1,149
45	Bradley Main	13,632
11	Burden Main	3,696
4	Carr & Co.'s Hartley	1,244
8	Charlotte Main	2,363
64	Chester Main	22,687
–	Clark & Co.'s Main	97
–	Cramlington	42
117	Dean's Primrose	35,853
55	East Percy	16,286
14	Ellison Main	4,019
2	Ellison Low Main	196
85	Felling Main	27,260
3	Garesfield	995
1	Heaton Main	296
57	Hebburn	16,168
124	Holywell Main	46,512
45	Holywell Reins	15,531
5	Holywell Reins Splint	1,661
7	Howard Main	2,329
1	Hutton Low Main	106
6	Leaze's Main	2,373
22	Medomsley	6,752
–	Mixt	42
1	Montague Main	217
1	Newburn Main	344
82	Orde's Redheugh	32,366
95	Pelaw	27,729
36	Picton Main	10,165
5	Pitt's South Moor	1,896
48	Pontop Windsor's	19,326
15	Pontop Windsor's (Stanhope & Tyne Company).	5,067
65	Russell's High Main	19,375
3	Russell's Low Main	1,104
2	St. Lawrence Main	582
4	Sheriff Hill	586
27	Shipcote	8,906
4	South Beaumont	1,501
39	South Hartley	12,493
31	Stormont Main	7,983
85	Tanfield Moor	32,563
11	Urpeth Main	2,786
103	West Hartley	33,274
2	West Kenton	683
57	Willington	17,210
78	Wylam Moor	31,828
1,630		534,090
	NEWCASTLE WALLSEND:	
47	Bell & Brown's	13,536
84	Bell, Robson & Co.	26,367
195	Berwicke & Co.	64,847
2	Blake's	396
94	Brown's	30,948
7	Burraton	1,976
73	Carr & Co.	22,268
27	Chirton	8,896
73	Clark's	22,860
1	Dean's Primrose	280
167	Gosforth	54,962
1	Grace's	275
157	Heaton	48,833
129	Hilda	50,710

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND—*continued.*	
149	Hotspur	52,418
1	Howdon	214
10	Jesmond	2,842
253	Killingworth	78,984
48	Lanchester	14,717
29	Medomsley	7,282
138	Newmarch	44,722
143	Northumberland	45,592
120	Peareth's	34,016
95	Perkins	32,368
118	Riddell's	38,111
73	Walker	23,537
32	Waldridge	10,084
1	Woodside	169
2,267		732,210
	BLYTH:	
7	Blyth Main	939
1	Chevington Main	34
68	Cowpen Main	13,896
113	Hartley	36,991
62	Netherton Main	13,186
251		65,046
	SUNDERLAND:	
35	Beamish South Moor	5,221
28	Bell's Primrose	9,104
1	Eden Main	270
1	High Main	270
40	Lambton Primrose	10,144
10	Richmond Main	2,379
2	Russell's Lyon's Main	566
1	Russell's Primrose	198
118		28,152
	SUNDERLAND WALLSEND:	
189	Braddyll's Hetton	49,805
1	East Rainton	201
51	Haswell	14,980
676	Hetton	199,852
584	Lambton	157,730
21	Lyon's	4,915
71	Russell's Hetton	22,491
39	Russell's Lyon	11,995
210	Stewart's	64,521
247	Stewart's Seaham	71,196
11	Stobart's	3,716
2,064		601,402
	STOCKTON:	
52	Butter Knowle Main	12,187
8	Butter Knowle Nut	532
4	Gordon Nut	525
1	Hopper's Main	129
1	Quarrington Main	217
1	Tees W. E. Nut	196
3	West Hetton Splint	510
78	W. E. Adelaide	18,527
16	Auckland	3,900
1	Blackboy	98
22	Butter Knowle	5,453

No. 1.—Amount of Supply, &c.—Seaborne, 1835—*continued.*

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
3	W. E. Chaytor's	735
9	Chilton	1,733
8	Deanery	1,964
1	Deanery Splint	212
94	Gordon	21,580
23	Hartlepool	4,356
3	Lands	721
5	Musgrave's	1,080
2	New Tees	392
5	Norwood Hetton	1,102
10	Old Etherley	2,416
17	Raby	4,471
61	St. Helen's	14,050
130	South Durham	36,925
4	South End	918
292	Tees	65,830
14	Tees Tanfield	3,996
3	Victoria	731
25	Wellington	5,729
69	West Hetton	18,670
965		229,885
	YORKSHIRE:	
1	Astley	43
1	Blackburn	50
2	Blackburn Banks	50
7	Elsecar	577
33	Garober Hall	5,403
18	Holme's Main	1,975
5	Inland	182
6	New Flocton	898
13	Old Flockton	1,318
1	Overton	90
1	Park Gate	4
116	Silkstone	12,537
11	Stanley Main	1,248
10	Stavely	291
3	Strafford Main	51
20	Wosbro Park Main	2,452
2	W. E. Devonshire	45
1	Kayes	180
251		27,394
	SCOTCH:	
8	Clackmannan	1,319
1	Fordel Main	160
3	Great Splint	395
26	Halbeath	3,040

SHIPS.	QUALITY.	TONS.
	SCOTCH—*continued.*	
34	Newbottle	1,309
1	North Hartley	250
10	Parrot Main	1,343
2	Ruchill	760
47	Scotch	2,734
17	Tranent	3,543
5	Wemyss	531
47	W. E. Elgin	13,714
37	Henderson	10,101
2	Minto	263
5	Preston Grange	678
4	Selby	815
249		40,955
	WELCH:	
2	Abbey	240
1	Blainey	430
2	Cwm Avon	105
16	Graigola	3,636
1	Hean Castle	351
8	Landshipping	2,139
33	Langennech	9,076
1	Little Milford	81
1	Loughor	140
10	Merthyr	2,754
28	Nevill's Llanelly	7,781
38	Stone	8,632
1	Welch	55
142		35,420
	FROM SUNDRY PLACES:	
5	Cannel	236
1	Liverpool	131
6		367
	SMALL COAL:	
2	Cramlington	434
1	Wallsend	21
1	West Hetton	289
4		744
	CULM AND CINDERS:	
11	Culm	3,147
–	Cinders	–

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,630	Newcastle	534,090
2,267	Newcastle Wallsend	732,210
251	Blyth	65,046
118	Sunderland	28,152
2,064	Sunderland Wallsend	601,402
965	Stockton	229,885
251	Yorkshire	27,394
249	Scotch	40,955
142	Welch	35,420
6	From Sundry Places	367
4	Small Coal	744
11	Culm	3,147
–	Cinders	–
7,958	TOTAL, 1835	2,298,812

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1836.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
75	Adair's Main	30,643
93	Bensham	15,519
19	Bishop	4,298
17	Bradley	6,007
93	Burdon	31,629
13	Bute's Tanfield Moor	4,716
52	Carr & Co.'s Hartley	15,448
8	Charlotte Main	2,551
54	Chester	18,988
106	Dean's Primrose	33,457
22	East Percy	7,375
3	East Tanfield	799
64	Ellison Main	16,549
2	Eighton Moor	767
105	Felling Main	30,325
4	Forest	1,278
18	Garesfield	5,214
40	Hebburn Main	10,946
107	Holywell	41,172
12	Holywell Reins	3,932
1	Holywell Reins Splint	127
26	Howard Main	8,665
46	Leazes	17,360
–	Main Team	71
11	Medomsley	3,534
2	Mixed	90
1	Newburn Main	424
4	Old Walker	1,132
68	Orde's Redheugh	27,591
92	Pelaw Main	28,485
33	Picton	8,314
48	Pontop Windsor's	18,659
11	Pontop Windsor's (Stanhope and Tyne Co.)	4,516
1	Potts & Co.'s Low Main	190
6	Potts & Co.'s Primrose	1,420
73	Russell's High Main	23,222
38	Shipcote	9,663
33	South Hartley	12,525
16	South Pontop	5,903
5	Splint	1,310
19	Stormont Main	5,341
70	Tanfield Moor	28,235
69	Townley Glebe	23,404
95	West Hartley	32,292
9	West Kenton	2,845
9	Whitefield	2,313
48	Willington	14,872
80	Wylam Moor	31,729
1,821		595,845
NEWCASTLE WALLSEND:		
29	Bell's & Brown's	8,606
1	Bensham	318
156	Bewicke & Co.'s	52,378
62	Brown's	21,206
2	Burraton	683
26	Carr & Co.'s	8,118
13	Chirton	4,854
66	Clark & Co.'s	21,475
127	Gosforth	44,037
1	Grace's	318
2	Greenwell's	351
125	Heaton	41,803
136	Hilda	52,046
118	Hotspur's	45,047
244	Killingworth	74,837
57	Lanchester	17,606
1	Leazes	487
60	Medomsley	17,682
1	Monkseaton	246
1	Mount Moor	275
137	Newmarch's	46,819
111	Northumberland's	36,569
142	Peareth's	40,292
58	Perkins	19,619
118	Riddell's	39,707
8	Stanhope Steam	2,694
13	Urpeth	3,461
42	Waldridge	14,093
72	Walker	22,087
1	Woodside	262
1,930		637,976
BLYTH:		
18	Blyth Main	2,923
74	Cowpen	14,882
111	Hartley	35,660
82	Netherton	18,310
285		71,775
SUNDERLAND:		
48	Beamish South Moor	8,526
36	Bell's Primrose	12,170
1	Easington Main	241
13	Eden Main	3,314
33	Lambton Primrose	8,127
–	Moorsley Main	230
6	Richmond Main	1,178
1	Russell's Lyon's Main	297
138		34,083
SUNDERLAND WALLSEND:		
28	Belmont	8,069
300	Braddyll's Hetton	90,613
226	Haswell	66,384
674	Hetton	201,737
515	Lambton	149,517
8	Lyon's	1,712
9	North Hetton Lyons	2,400
51	Pemberton & Co.'s	13,707
107	Russell's Hetton	31,693
16	Russell's Lyon's	4,709
1	Steam Boat	22
197	Stewart's	60,253
267	Stewart's Seaham	77,212
4	Stobart's	1,420
2,403		709,448
STOCKTON:		
62	Butter Knowle Main	15,760
1	Butter Knowle Nut	210
2	Gordon Nut	168
2	Hartlepool Nut	679
1	Wingate Main	194
56	W. E. Adelaide	12,538

No. 1.—Amount of Supply, &c.—Seaborne, 1836—*continued.*

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
4	W. E. Auckland	630
2	Barrett's	202
2	Butter Knowle	88
5	Chilton	1,143
1	Clarence	46
3	Deanery	477
136	Gordon	33,545
78	Hartlepool	23,514
15	Lands	3,733
1	Melbourne's	240
8	Musgrave's	1,522
13	New Tees	2,238
6	Norwood Hetton	1,196
1	Raby	280
77	St. Helen's	18,827
147	South Durham	42,819
2	Southend	449
285	Tees	69,886
22	Tees Tanfield	6,150
46	Victoria's	7,322
85	West Hetton	24,120
1	West Tees	246
1,064		268,222
	YORKSHIRE:	
1	Barnsley	180
1	Blackburn	16
1	Blackburn Bank	20
29	Elsecar	3,106
17	Gawber Hall	2,486
1	Gawber New	54
—	High Green	14
1	Holme's Main	25
4	Inland	57
1	Loftus Gate	104
4	Low Laith	481
1	Lowther Main	62
1	Manston Low Main	56
2	Park Gate	204
38	Silkstone	3,111
6	South Elgin	662
29	Stanley Main	2,915
21	Staveley	2,032
1	Swallow Wood	30
14	Wosbro' Park	1,370
41	W. E. Devonshire	3,288
1	Overton	240
215		20,513
	SCOTCH:	
1	Fordel Main	260
3	Halbeath	384
56	Newbottle	2,542
1	Parrot	33
37	Scotch	2,839
2	Tranent	237
2	Wellwood Splint	300
1	Wemyss	5
37	W. E. Elgin	10,428
17	Henderson	5,646
157		22,674
	WELCH:	
1	Anthracite	266
1	Broad Haven	45
3	Cwm Avon	37
21	Graigola	5,342
4	Kilgetty	987
11	Landshipping	3,190
32	Llangennech	9,766
1	Llangennech Nut	340
12	Merthyr	3,024
4	Milford Low Vein	1,257
11	Nevill's Llanelly	3,420
19	Stone	5,616
4	Welch	310
124		33,600
	FROM SUNDRY PLACES:	
9	Cannel	576
1	Wigan	100
10		676
	SMALL COAL:	
1	Adair's	259
1	Braddyll's Hetton	318
1	Eighton Moor	212
1	Shipcote	360
1	Peareth's	201
1	Urpeth	381
6		1,731
	CULM AND CINDERS:	
8	Culm	1,637
1	Cinders	172

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,821	Newcastle	595,845
1,930	Newcastle Wallsend	637,976
285	Blyth	71,775
138	Sunderland	34,083
2,403	Sunderland Wallsend	709,448
1,064	Stockton	268,222
215	Yorkshire	20,513
157	Scotch	22,674
124	Welch	33,600
10	From Sundry Places	676
6	Small Coal	1,731
8	Culm	1,637
1	Cinders	172
8,162	Total, 1836	2,398,352

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1837.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
54	Adair's Main	22,875
84	Bensham	13,003
8	Bishop	2,010
4	Bradley	1,397
102	Burdon	36,904
1	Bute's Main	413
1	Bute's Main Stream	296
32	Bute's Tanfield Moor	11,360
93	Carr & Co.'s Hartley	27,102
1	Charlotte Main	108
44	Chester	15,456
95	Dean's Promise	29,386
4	East Percy	1,209
7	East Tanfield	1,680
13	Eighton Moor	3,158
35	Ellison Main	10,374
115	Felling	38,781
1	Forest	296
16	Garesfield	5,522
53	Hebburn Main	13,282
128	Holywell	52,162
24	Howard	7,948
50	Leazes	19,022
4	Main Team	911
10	Medomsley	3,402
1	Mixed	36
2	Newcastle Main	868
68	Orde's Redheugh	27,147
1	Park Main Steam	151
88	Pelaw	27,146
76	Pelton Main	25,405
35	Picton	8,418
5	Pitt's Tanfield	1,958
38	Pontop Windsor's	14,449
24	Pontop Windsor's (Stanhope & Tyne Company).	9,220
85	Russell's High Main	27,266
26	Shipcote	6,557
40	South Hartley	14,202
3	South Beaumont	366
29	South Pontop	11,464
2	Stormont Main	311
52	Tanfield Moor	20,859
79	Townley Glebe	26,153
1	Townley Splint	148
2	Townley Steam	368
145	West Hartley	51,053
8	West Kenton	2,713
18	Whitefield	4,551
1	Whitley	288
68	Willington	20,530
84	Wylame	35,399
1,960		655,083
NEWCASTLE WALLSEND:		
56	Bell's and Brown's	16,414
150	Bewicke & Co's	52,603
82	Brown's	28,762
1	Burraton	112
17	Chirton	6,696
72	Clark & Co's	23,399
2	Clark & Co.'s Hartley	539
124	Gosforth	42,307
12	Grace's	2,009
2	Greenwell	338
146	Heaton	49,951
121	Hilda	48,005

SHIPS.	QUALITY.	TONS.
NEWCASTLE WALLSEND—*continued.*		
131	Hotspur's	50,546
1	Hutton	108
253	Killingworth	82,699
3	Kingscote & Co.'s	969
13	Lanchester	4,357
42	Medomsley	13,587
5	Mount Moor	1,754
115	Newmarch's	39,910
93	Northumberland's	30,523
112	Peareth's	35,412
27	Percy Bensham	7,423
49	Perkins	16,214
1	Pickwick	84
69	Riddell's	23,489
14	Stanhope Steam	4,759
11	Todd & Co.'s Bensham	2,036
34	Urpeth	7,762
41	Waldridge	14,562
48	Walker	14,139
1	Woodside	74
1,848		621,542
BLYTH:		
46	Blyth Main	8,372
48	Cowpen	9,936
112	Hartley	36,711
76	Netherton	16,837
282		71,856
SUNDERLAND:		
40	Beamish South Moor	6,337
15	Bell's Primrose	4,606
1	Bowse's Main	103
14	Eden Main	3,437
1	High Main	7
10	Lambton Primrose	2,316
3	Richmund Main	911
84		17,717
SUNDERLAND WALLSEND:		
140	Belmont	43,976
380	Braddyll's Hetton	121,682
275	Haswell	84,471
665	Hetton	204,668
571	Lambton	166,791
1	Lumley	268
8	Lyon's	1,799
20	North Hetton Lyon's	5,634
61	Pemberton & Co.'s	16,768
123	Russell's Hetton	34,072
1	Steam Boat	106
174	Stewart's	53,874
262	Stewart's Seaham	78,110
2	Wear Steam Boat	296
12	Whitwell	4,279
2,695		816,794
STOCKTON:		
1	Adelaide	122
79	Butter Knowle Main	18,865
4	Butter Knowle Nut	442
1	Hartlepool Nut	233

No. 1.—Amount of Supply, &c.—Seaborne, 1837—*continued.*

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
1	South Durham Nut	125
2	Tees Nut	409
1	West Hetton Nut	64
3	West Tees Nut	513
77	W. E. Adelaide's	21,146
6	Auckland	1,077
50	Barrett's	15,285
45	Barrington's	12,214
36	Brown's Deanery	8,282
1	Butter Knowle	262
2	Clarence	108
2	Clarence Hetton	291
7	Claverings	1,335
131	Gordon	34,282
185	Hartlepool	57,774
11	Lands	2,968
1	Musgrave's	265
2	Nevins's Tanfield	590
11	New Tees	1,234
4	North Gordon	845
23	Norwood Hetton	4,999
–	Old Etherley	93
67	St. Helen's	16,457
26	Seymour's	5,924
155	South Durham	47,781
257	Tees	65,563
1	Tees Hetton	130
18	Tees Tanfield	5,544
6	Thornley	1,513
3	Thrislington	943
38	Victoria's	8,201
86	West Hetton	25,103
40	West Tees	9,548
1,383		370,530
	YORKSHIRE:	
3	Barnesley	161
34	Elsecar	3,141
3	Gawber Hall	202
13	Inland	393
1	Methall	14
–	Methley	56
1	Overton	114
15	Silkstone	1,006
8	Stanley	1,052
33	Staveley	3,865
2	Thorp Hall	199
1	Union Steam	278
41	W. E. Devonshire	4,482
155		14,963
	SCOTCH:	
1	Burnt Island	114
1	Donibristle	180
2	Fordel Main	498
4	Halbeath	530
1	Newbottle	40
25	Parrot	2,787
56	Scotch	5,138
4	Torry	482
1	Trannet	115
1	Wellwood Steam	64
25	W. E. Elgin	3,578
14	Henderson	4,237
1	Preston Grange	90
18	Selby's	882
154		18,735
	WELCH:	
1	Broad Haven	135
1	Bryndwy	430
1	Bushy Vein	320
2	Cwm Avon	57
14	Graigola	3,937
13	Landshipping	3,495
20	Llangennech	6,369
5	Llangennech Nut	1,165
3	Little Milford	324
29	Merthyr	6,830
2	Neath Abbey	525
3	Nevill's Llanelly	1,036
34	Stone	7,778
2	Waterloo	391
3	Welch	467
133		33,259
	FROM SUNDRY PLACES:	
8	Cannel	639
1	Lonsdale	4
1	Park End	500
10		1,143
	SMALL COAL:	
2	Adair's	518
1	Beamish South Moor	320
–	Belmont	31
–	Eighton Moor	918
–	Leazes	7
1	Medomsley	394
2	Urpeth	725
1	Peareth's	257
7		3,170
	CULM AND CINDERS:	
7	Culm	1,759
2	Cinders	446

RECAPITULATION.

SHIPS.	QUALITY.	TONS.	SHIPS.	QUALITY.	TONS.
1,960	Newcastle	655,083	133	Welch	33,259
1,848	Newcastle Wallsend	621,542	10	From Sundry Places	1,143
282	Blyth	71,856	7	Small Coal	3,170
84	Sunderland	17,717	7	Culm	1,759
2,695	Sunderland Wallsend	816,794	2	Cinders	446
1,383	Stockton	370,530			
155	Yorkshire	14,963	8,720	Total, 1837	2,626,997
154	Scotch	18,735			

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1838.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
62	Adairs Main	24,580
10	Baker Main	3,095
35	Bensham	4,983
2	Bishop	442
11	Bradley	3,761
1	Brandling	106
95	Burdon	34,775
24	Bute's Tanfield Moor	8,368
153	Carr & Co.'s Hartley	47,844
32	Chester Main	12,022
3	Carr & Co.'s Hartley Steam	494
1	Coxlodge	100
98	Dean's Primrose	28,645
6	Derwent Main	1,518
3	East Percy	1,247
1	East Tanfield	209
7	Eighton Moor	1,303
28	Ellison Main	8,632
103	Felling	32,786
3	Forest	887
19	Garesfield	5,753
51	Hebburn	10,125
5	Howorth Hartley Steam	919
108	Holywell Main	40,240
27	Howard	9,121
61	Leazes	17,719
4	Long Benton	830
1	Main Team	127
9	Medomsley	3,691
7	Newcastle Hartley	899
63	Orde's Redheugh	25,704
87	Pelaw Main	26,336
148	Pelton	51,404
21	Picton Main	3,997
33	Pontop Windsor's	12,675
68	Pontop Windsor's (Stanhop & Tyne Company.)	26,842
10	Prudhoe Main	3,734
85	Russell's High Main	22,788
11	Smith & Co.'s Primrose	3,583
6	South Beaumont	1,419
58	South Hartley	21,550
3	South Holywell	41
31	South Tanfield High Main	10,137
26	South Pontop	9,899
1	Swinhope Main	164
65	Tanfield Moor	24,586
63	Townley Glebe	20,210
—	Townley Splint	42
1	Townley Steam	307
13	Usworth Main	4,211
105	West Hartley	37,930
18	Whitefield	4,346
48	Willington	14,502
74	Wylam	29,928
2,008		661,556

SHIPS.	QUALITY.	TONS.
NEWCASTLE WALLSEND:		
54	Bell's & Brown's	15,050
45	Bewicke & Co.'s	15,404
1	Birtley	196
37	Brown's	12,684
1	Burraton	413
8	Chirton	3,161
46	Clark & Co.'s	14,717
11	Dunn's	1,522
2	Dunn's Bensham	476
109	Gosforth	36,556
30	Grace's	6,053
134	Heaton	44,310
107	Hilda	39,303
105	Hotspur's	39,697
1	Kibblesworth	182
234	Killingworth	71,852
12	Lanchester	4,196
8	Medomsley	2,130
5	Mount Moor	596
141	Newmarch's	46,672
71	Northumberland's	23,326
112	Peareth's	35,148
2	Pelton	725
27	Percy Bensham	8,292
71	Perkins	22,474
101	Riddell's	33,972
2	South Tanfield	646
2	Stanhope Steam	765
21	Todd & Co.'s Bensham	4,264
1	Tood & Watson's	174
18	Urpeth	4,003
50	Waldridge	18,217
54	Walker	15,600
3	Woodside	237
1,626		523,013
BLYTH:		
60	Blyth Main	12,220
27	Cowpen	5,734
111	Hartley	33,859
83	Netherton	18,177
45	Radcliffe	5,972
326		75,962
SUNDERLAND:		
39	Beamish South Moor	5,935
3	Bell's Primrose	1,061
1	Belmont Nut	53
19	Durham Main	6,207
3	Easington Main	825
10	Eden Main	2,405
12	Lambton Primrose	2,949
1	Pemberton's Primrose	182
—	Richmund Main	84
88		19,701

No. 1.—Amount of Supply, &c.—Seaborne, 1838—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND WALLSEND:	
132	Belmont	39,196
346	Braddyll's Hetton	118,807
202	Haswell	61,993
616	Hetton	184,908
1	Keepier	124
479	Lambton	138,725
6	Lumley	1,782
14	Lyons	3,187
30	North Hetton Lyons	7,670
47	Pemberton & Co.'s	13,983
126	Russell' Hettons	34,967
3	Steam Boat	362
153	Stewart's	46,680
300	Stewart's Seaham	88,432
82	Whitwell	27,701
2,537		768,517
	STOCKTON:	
1	Adelaide	116
1	Brown's Deanery Nut	105
62	Butter Knowle Main	11,996
11	Clarence Hetton	2,082
1	Cragwood Nut	240
1	Pease's Nut	234
3	Tees Nut	739
4	Union Main	906
2	Wingate Main	609
124	W. E. Adelaide's	33,729
12	Auckland	2,224
44	Barrett's	13,488
59	Barrington's	16,168
3	Barrington's & Flintoff's Mixed.	971
27	Brown's Deanery	6,566
7	Brown's Deanery Splint	1,006
13	Brown's Deanery Steam	2,652
4	Butter Knowle	312
1	Chaytor's	127
16	Clarence	3,025
9	Clavering's	1,777
12	Coundon	1,909
21	Cragwood	4,270
38	Flintoff's	8,693
96	Gordon	23,342
239	Hartlepool	82,868
2	Musgraves	156
7	Nevin's Tanfield	2,382
11	New Tees	1,985
19	North Gordon	3,612
1	Norwood Hetton	217
5	Old Etherly	928
38	St. Helen's	8,560
106	Seymour's	23,816
1	Seymour's Steam	155
146	South Durham	43,278

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
269	W. E. Tees	66,722
1	Tees Hetton	60
18	Tees Tanfield	5,375
7	Tennant's	1,551
8	Thornley	1,778
58	Victoria's	10,433
74	West Hetton	21,845
55	West Tees	11,447
1,637		424,454
	YORKSHIRE:	
31	Brampton Main	3,076
2	Cortwood	73
29	Elsecar	2,379
2	Garforth Low Main	203
8	Gawber Hall	447
30	Inland	906
2	Lower Main	314
2	Lowther Main	107
16	Manston Low Main	1,558
—	Melton Field	50
1	Newmarket	75
1	Newton Main	92
2	Park Gate	118
6	Park Gate Steam	613
38	Silkstone	3,169
1	Stanley Main	115
31	Staveley	3,115
1	Stafford Main	50
6	Victoria Main	416
1	Wosbro' Park	30
42	W. E. Devonshire	4,590
252		21,496
	SCOTCH:	
2	Burnt Island	221
3	Charleston	75
1	Cockenzie Chew	51
1	Cowden Beath	82
1	Elphinstone Tower	148
20	Halbeath	2,150
2	Middlerig	355
29	Parrot	2,791
86	Scotch	6,787
11	Standrig	1,885
16	Torry	1,728
2	Wellwood Splint	318
63	W. E. Elgin	5,680
30	Henderson	6,739
1	Preston Grange	130
2	Scott's	225
8	Wellwood	660
278		30,025

No. 1.—Amount of Supply, &c.—Seaborne, 1848—*continued.*

SHIPS.	QUALITY.	TONS.
	WELCH:	
2	Blaendare	230
2	Cwm Avon	205
23	Graigola	5,756
10	Landshipping	3,193
42	Llangennech	12,542
5	Llangennech Nut	1,169
5	Little Milford	429
16	Merthyr	3,538
1	Neath Abbey	140
14	Neville's Llanelly	4,058
1	Newport	315
68	Stone	15,534
1	Swansea	50
1	Tredegar	350
1	Varley	333
10	Waterloo	1,491
7	Welch	560
209		49,893
	FROM SUNDRY PLACES:	
1	Broughton	285
8	Cannel	366
1	Park End	83
10		734

SHIPS.	QUALITY.	TONS.
	SMALL COAL:	
3	Adair's	789
1	Dunn's	84
1	Grace's	84
1	Hetton	21
1	Lumley	47
–	Peareth's	529
2	Pemberton & Co.'s	461
2	Radcliffe	216
–	Urpeth	63
11		2,294
	CULM AND CINDERS:	
9	Culm	2,026
12	Cinders	1,414

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,008	Newcastle	661,566
1,626	Newcastle Wallsend	523,013
326	Blyth	75,962
88	Sunderland	19,701
2,537	Sunderland Wallsend	768,517
1,637	Stockton	424,454
252	Yorkshire	21,496
278	Scotch	30,025
209	Welch	49,893
10	From Sundry Places	734
11	Small Coal	2,294
9	Culm	2,026
12	Cinders	1,414
9,003	Total, 1838	2,581,085

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1839.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
77	Adairs Main	30,001
34	Bell's, Robson & Co.'s Hartley	12,252
8	Bensham Main	959
5	Blaydon Main	1,157
2	Bradley Main	852
19	Buddle's West Hartley	5,628
53	Burdon Main	18,945
24	Bute's Tanfield Moor	9,227
130	Carr & Co.'s Hartley	41,305
24	Chester Main	8,538
2	Clark & Co.'s Hartley Stream	566
91	Dean's Primrose	26,462
6	Dunn's Stream	1,201
2	East Percy	216
1	Eighton Moor	429
33	Ellison Main	9,330
105	Felling Main	30,639
6	Garesfield	1,408
39	Hebburn Main	7,789
1	Heworth Hartley Stream	249
109	Holywell Main	36,188
15	Howard Main	4,830
1	Howne's Main	233
5	Hunter's Main	1,861
3	Hunter's Tanfield	1,108
109	Leaze's Main	15,850
5	Medomsley	1,638
1	Morpeth Main	318
3	Newcastle Hartley	666
1	North Elswick	169
73	Orde's Redheugh	28,864
61	Pelaw Main	18,974
148	Pelton Main	58,030
11	Picton Main	2,061
31	Pontop Windsor's	11,444
144	Pontop Windsor's (Stanhope & Tyne Company).	52,864
1	Preston Main	318
19	Prudhoe Main	5,386
33	Russell's High Main	11,444
1	Sacristan Main	429
1	St. Peter's Main	124
23	Smith & Co's Pontop	8,093
3	South Beaumont	561
39	South Hartley	13,222
34	South Pontop	13,865
61	Tanfield Moor	23,977
68	Townley Glebe	21,370
5	Tyne Steam	873
47	Usworth Main	16,971
100	West Hartley	34,269
7	West Tanfield	2,157
26	Whitefield	6,568
35	Willington	10,715
1	Wortley Main	21
70	Wylam	28,175
1,956		640,789

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND:	
2	Bede's	213
54	Bell's and Brown's	13,546
4	Bett's	550
36	Bewicke & Co.'s	12,056
1	Blenkinsop	159
56	Brown's	17,718
3	Burraton	1,123
2	Byker	233
8	Chirton	2,868
42	Clark & Co's	13,394
2	Clennell's	656
7	Dunn's	1,547
105	Gosforth	33,490
17	Grace's	3,726
125	Heaton	40,371
108	Hilda	40,901
116	Hotspur's	41,418
2	Hutton	646
11	Kibblesworth	1,608
202	Killingworth	63,892
2	Lanchester	711
2	Medomsley	537
5	Mount Moor	1,609
121	Newmarch's	40,046
38	Northumberland's	12,912
151	Peareth's	47,347
33	Percy Bensham	9,207
66	Perkins	19,506
95	Riddell's	30,402
15	Sacristan	5,538
12	Smith & Co.'s	3,908
28	South Tanfield	8,725
10	Swinburn's	4,045
15	Todd & Co.'s Bensham	3,288
1	Todd & Watson's	249
3	Urpeth	664
49	Waldridge	18,507
42	Walker	12,147
5	Westgate	1,926
1,596		510,484
	BLYTH:	
56	Blyth Main	11,852
54	Cowpen	11,257
136	Hartley	40,968
90	Netherton	20,668
336		84,745
	SUNDERLAND:	
35	Beamish South Moor	5,108
3	Bell's Primrose	944
1	Easington Main	110
18	Eden Main	4,059
1	Lambton Promise	222
1	Lumley Stream	15
1	South Moor	336
1	Stewart's W. E. Nutt	204
61		10,998

No. 1.—Amount of Supply, &c.—Seaborne, 1839—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND WALLSEND:	
95	Belmont	28,675
307	Braddyll's Hetton	104,797
184	Haswell	57,251
585	Hetton	171,679
7	Keepier	1,707
558	Lambton	163,937
4	Lumley	1,142
33	Lyon's	7,627
20	North Hetton Lyon's	5,030
61	Pemberton & Co.'s	17,430
99	Russell's Hetton	27,241
7	Steam-boat	1,357
92	Stewart's	29,031
363	Stewart's Seaham	103,123
129	Whitwell	41,794
2,544		761,821
	STOCKTON:	
22	Brown's Deanery Steam	3,378
15	Butter Knowle Nain	3,406
1	Gale Main	130
5	Norwood Main	1,241
1	Seymour's Steam	205
1	Tennant's Nut	352
7	Windleston Nut	1,413
104	W. E. Adelaide's	26,302
—	Auckland	142
15	Auckland Park	1,717
82	Barrett's	25,101
91	Barrington's	22,358
4	Bowes's Pontop	833
32	Brown's Deanery	8,526
1	Butter Knowle	118
52	Clarence Hetton	12,321
15	Clarence Tees	3,177
7	Clavering's	1,347
10	Cornforth	2,518
20	Coundon	3,620
25	Cragwood	6,865
7	Evenwood	1,851
4	Flintoff's	976
61	Gordon	14,370
217	Hartlepool	76,994
17	Hartley	3,290
38	Kelloe	13,268
12	Nevins's Tanfield	2,926
13	New Tees	2,833
4	North Gordon	809
3	Norwood Hetton	795
7	Old Etherley	1,440
12	Preston	2,647
6	Richardson's	861
14	St. Helen's	2,345
2	St. Walton Steam	370
110	Seymour's	29,958
121	South Durham	36,002
238	Tees	59,056
95	Tees Hetton	22,805

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
17	W. E. Tees Tanfield	4,892
75	Tennant's	22,974
2	Tennant's Hartlepool	740
5	Thornley	1,198
1	Union	350
32	Victoria's	6,326
1	West Auckland	1,710
60	West Hetton	18,651
56	West Tees	12,212
25	Windleston	6,749
7	Witton Park	672
1,772		475,140
	YORKSHIRE:	
3	Astley	384
5	Barnsley	326
32	Brampton Main	3,537
5	Darley Main	406
30	Elsecar	3,138
19	Flockton	989
3	Garforth High Main	366
37	Garforth Low Main	4,992
13	Garforth Seconds	1,210
8	Gawber Hall	622
54	Inland	1,408
4	Kippax	448
22	Lowther Main	1,659
29	Manston Low Main	3,543
4	Methley	288
5	Methley Low Main	298
12	Micklefield High Main	1,161
4	New Flockton	245
1	Newton	60
1	Old Haigh Moor	66
5	Park Gate	477
2	Robinhood	120
4	Rothwell Haigh	259
1	Selby	480
1	Shafton Main	115
73	Silkstone	6,490
29	Stavely	3,104
13	Thorp Hall	1,017
52	Victoria	5,152
1	Warren House	205
1	Worsbro' Dale	50
1	Worsbro' Park	48
42	W. E. Devonshire's	4,649
100	Pope's	15,459
616		62,771
	SCOTCH:	
1	Alloa	100
2	Berwick Town Hill	64
8	Bridgeness	182
1	Caprington	60
4	Clackmannan	385
8	Charlestown	206
2	East Hartley	353
1	Halbeath	180
1	Inverkeithing Splint	128

No. 1.—Amount of Supply, &c.—Seaborne, 1839—*continued.*

SHIPS.	QUALITY.	TONS.
	Scotch—*continued.*	
6	Parrot	515
56	Scotch	4,328
3	Torry	283
4	Tranent	484
5	Wellwood Slint	864
71	W. E. Elgin	6,263
8	Erskine	561
24	Henderson	8,850
8	Preston Grange	962
7	Scott's	775
1	Selby's	100
39	Wellwood	3,633
260		29,276
	WELCH:	
1	Aberdare	310
3	Aberdare	807
2	Anthracite	502
1	Binding	160
1	Broad Haven	127
3	Cwm Avon	130
1	Eagle's Brush	140
16	Graigola	4,657
1	Kilveymont	60
1	Landore	113
10	Landshipping	3,288
1	Lewis's Fiery Vein	75
3	Little Milford	376
40	Llangennech	12,936
1	Llangennech Nut	352
1	Loughor	170
11	Merthyr	3,605
	Welch—*continued.*	
1	Neath Abbey	55
8	Nevill's Llanelly	2,622
1	Oakwood Bituminous	325
1	Porthmaur	200
7	Resolven Steam	1,768
41	Stone	9,960
2	Waterloo	455
1	Welch	132
159		43,325
	FROM SUNDRY PLACES:	
11	Cannel	1,171
–	Ince Hall	100
1	Pemberton	140
2	Wigan	405
14		1,816
	SMALL COAL:	
1	Primrose	21
1	Sunderland	32
1	Kibblesworth	169
1	Lambton	31
4		253
	CULM AND CINDERS:	
3	Culm	1,491
19	Cinders	2,414

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,956	Newcastle	640,789
1,596	Newcastle Wallsend	510,484
336	Blyth	84,745
61	Sunderland	10,998
2,554	Sunderland Wallsend	761,821
1,772	Stockton	475,140
616	Yorkshire	62,771
260	Scotch	29,276
159	Welch	43,325
14	From Sundry Places	1,816
4	Small Coal	253
3	Culm	1,491
19	Cinders	2,414
9,340	Total, 1839	2,625,323

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.— *continued.*

SEABORNE, 1840.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
67	Adair's Main	26,243
53	Bell's, Robson & Co.'s Hartley	17,885
1	Bensham Main	95
32	Blaydon Main	8,320
1	Blenkinsop	188
66	Buddle's West Hartley	21,184
8	Burdon Main	2,810
32	Bute's Tanfield Moor	12,283
92	Carr & Cos.'s Hartley	27,991
8	Charlotte Main	2,221
29	Chester Main	9,960
78	Dean's Promise	23,229
2	Derwent Gas	929
35	Derwent Main	13,197
1	Dunn's Steam	233
7	East Garesfield	2,052
27	Ellison Main	7,393
120	Felling Main	32,391
3	Garesfield	926
43	Hebburn Main	9,229
1	Heddon Main	159
123	Holywell Main	45,966
14	Howard Main	4,365
4	Hunter's Main	1,302
8	Hunter's Tanfield	2,086
4	Large House	626
87	Leaze's Main	13,709
1	Medomsley	381
1	Morpeth Main	143
1	Newburn Main	127
2	North Elswick	301
60	Orde's Redheugh	23,995
39	Pelaw Main	13,628
131	Pelton Main	52,183
1	Picton Main	190
44	Pontop Windsor's	15,699
72	Pontop Windsor's (Stanhope & Tyne Company).	29,229
1	Pott's and Co.'s Primrose	349
1	Prudhoe Main	439
39	Russell's High Main	13,345
2	Sacristan Heap	815
45	Smith & Co.'s Pontop	16,585
2	South Beaumont	160
48	South Hartley	11,463
98	South Pelaw	34,990
27	South Pontop	10,159
8	Steam, Large	1,475
54	Tanfield Moor	22,072
50	Townley Glebe	16,996
7	Usworth Main	2,078
103	West Hartley	33,117
24	Whitefield	6,495
31	Willington	9,547
2	Wortley Main	433
79	Wylam Moor	31,662
1,919		635,028

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND:	
5	Bede's	708
42	Bell's & Brown's	11,111
1	Bett's	156
73	Bewicke & Co.'s	22,289
92	Brown's	30,236
17	Burraton	6,501
2	Byker	447
1	Bywell	201
19	Charlaw	6,463
22	Clark & Co.'s	7,671
53	Clennell's	17,815
15	Derwent	3,498
6	Dunn's	1,451
93	Gosforth	30,584
2	Grace's	613
112	Heaton	33,838
79	Hilda	29,020
93	Hotspur's	32,692
17	Kibblesworth	3,398
198	Killingworth	53,291
3	Lanchester	1,298
6	Medomsley	1,869
2	Mount Moor	657
44	Newmarch's	13,374
49	Northumberland's	16,099
129	Peareth's	42,247
30	Percy Bensham	8,616
44	Perkins	13,534
4	Ramsay's	996
93	Riddell's	29,355
29	Sacristan	7,489
3	Smith & Co.'s	870
34	Swinburne's	12,200
4	Todd & Co.'s Bensham	823
2	Urpeth	471
39	Waldridge	14,929
20	Walker	5,350
22	Westgate	3,121
3	Witton	619
3	Woodside	298
1,505		466,198
	BLYTH:	
31	Blyth Main	6,765
81	Cowpen	18,889
111	Hartley	34,403
94	Netherton	23,330
317		83,387
	SUNDERLAND:	
1	Beamish South Moor	169
7	Bell's Primrose	2,385
7	Crag-head Steam	1,533
27	Eden Main	7,120
1	Harraton Steam	21
2	Iveston High Main	641
6	Richmund Main	1,766
6	Shotley Main	888
1	Southwick Main	140
58		14,663

No. 1.—Amount of Supply, &c.—Seaborne, 1840—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND WALLSEND:	
88	Belmont	27,281
1	Bell's	260
267	Braddyll's Hetton	88,968
188	Haswell	52,964
24	Hedley's	5,564
545	Hetton	159,031
41	Keepier	10,692
508	Lambton	153,934
3	Lumley	699
16	Lyon's	3,794
17	North Hetton Lyon's	5,092
82	Pemberton & Co.'s	22,529
81	Russell's Hetton	23,406
9	Steam Boat	1,795
4	Stewart's	1,157
455	Stewart's Seaham	128,198
87	Whitwell	30,121
2,416		715,485
	STOCKTON:	
3	Best Nut	512
3	Bond's Main	1,016
9	Brown's Deanery Steam	1,419
1	Caradoc Hartlepool Main	63
2	Copley Bent	268
2	Copley Deanery	420
4	East Hetton Main	1,537
1	Tees Hartley Steam	150
1	Walton Steam	260
1	Windleston Nut	210
2	Witton Park	505
119	W. E. Adelaide's	27,686
10	Auckland Park	1,231
66	Barrett's	19,877
67	Barrington's	15,121
69	Brown's Deanery	15,180
16	Caradoc Hartlepool	5,563
3	Cassop Moor	716
28	Clarence Hetton	6,491
2	Clarence Tees	450
21	Clavering's	2,391
38	Cornforth	9,623
15	Coundon	3,216
1	Cragwood	58
5	East Hetton	1,195
108	Evenwood	32,820
45	Gordon	11,393
172	Hartlepool	60,747
11	Howden Hartlepool	1,759
104	Kelloe	36,614
3	Maclean's	576
8	New Tees	1,717
4	North Gordon	940
2	Norwood Hetton	292
5	Old Etherley	898
5	Richardson's Hartley	1,417
1	Richardson's Steam	128
88	Richardson's Tees	18,330
10	Rippon's	2,475

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
20	W. E. St. Helen's	3,766
99	Seymour's	28,027
116	South Durham	32,767
4	Stobart's Tees	766
221	Tees	54,182
62	Tees Hetton	18,333
11	Tees Tanfield	3,508
89	Tennant's Hartlepool	31,627
8	Thornley	2,221
16	Victoria's	3,841
9	Wear	2,085
19	West Hartlepool	6,151
10	West Hetton	2,492
51	West Tees	11,159
27	Windleston	6,773
18	Witton Park	2,407
1,835		495,369
	YORKSHIRE:	
5	Allerton Main	335
1	Astley	58
20	Brampton Main	2,274
—	Clayton Low Main	56
2	Cliffe Steam	182
8	Darley Main	441
1	Darton Main	55
9	Elsecar	820
14	Flockton	784
6	Garforth Low Main	789
4	Gawber Hall	326
26	Inland	923
3	Kippax	204
1	Kilnhurst	60
10	Lowther Main	700
34	Manston Low Main	3,834
3	Methley Low Main	141
2	New Flockton	180
38	Newton	2,574
4	Park Gate	434
1	Selby	503
78	Silkstone	10,527
9	South Etton	1,230
16	Snapethorpe New Flockton	1,652
27	Stanley Main	3,328
23	Staveley	2,626
5	Strafford Main	518
9	Thorp Hall	715
84	Victoria	7,323
2	Worsbro' Park	70
18	W. E. Cliffe Silkstone	2,039
37	Devonshire's	3,174
6	Locke's	366
70	Pope's	8,555
1	Snapethorpe	90
567		57,886

No. 1.—Amount of Supply, &c.—Seaborne, 1840—*continued.*

SHIPS.	QUALITY.	TONS.
	SCOTCH:	
2	Alloa	258
1	Aberdona	106
4	Clackmannan	728
1	Fordel Chew	196
13	Fordel Splint	3,950
6	Halbeath	855
1	Lochgelly, Great	280
17	Parrot	2,527
10	Prathouse Splint	1,992
51	Scotch	3,497
5	Torry	698
2	Tranent	620
60	W. E. Elgin	8,220
2	Preston Grange	310
5	Scott's	643
70	Wellwood	6,320
250		31,200
	WELCH:	
5	Aberdare	1,557
6	Anthracite	1,316
2	Bryndwy	620
5	Cwm Avon	129
19	Graigola	5,491
9	Landshipping	2,437
2	Little Milford	187
53	Llangennech	17,692
34	Merthyr	9,771
1	Milford Low Vein	340
3	Nevill's Llanelly	960
	WELCH—*continued.*	
3	Parson's Abbey	394
2	Poole Fiery Vein	770
3	Porthmaur	900
1	Resolven Steam	330
64	Stone	13,696
7	Tredegar	2,207
5	Welch	1,272
224		60,069
	FROM SUNDRY PLACES:	
3	Cannel	145
2	Liverpool	257
1	Rushby Park	82
2	Wigan	212
8		696
	SMALL COAL:	
6	Caradoc Hartlepool	1,780
1	Garesfield	42
—	Ivestone	34
1	Primrose	12
1	Sunderland	31
9		1,899
	CULM AND CINDERS:	
5	Culm	1,815
19	Cinders	3,204

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,919	Newcastle	635,028
1,505	Newcastle Wallsend	466,198
317	Blyth	83,387
58	Sunderland	14,663
2,416	Sunderland Wallsend	715,485
1,835	Stockton	495,369
567	Yorkshire	57,886
250	Scotch	31,200
224	Welch	60,069
8	From Sundry Places	696
9	Small Coal	1,899
5	Culm	1,815
19	Cinders	3,204
9,132	Total, 1840	2,566,899

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1841.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
61	Adair's Main	25,155
1	Bates Main	222
57	Bell's, Robson & Co.'s Hartley	19,566
1	Bensham Main	212
35	Blaydon Main	10,374
1	Brandling Main	137
64	Buddle's West Hartley	21,678
22	Bute's Tanfield Moor	7,911
3	Byker Hartley	626
107	Carr & Co.'s Hartley	33,608
1	Charlaw Main	381
13	Charlotte Main	3,376
20	Chester Main	7,391
2	Crag Head	412
76	Dean's Primrose	23,617
2	Delaval Main	340
21	Derwent Main	8,087
–	Dunn's Steam	118
5	East Garesfield	1,691
10	East Pontop	3,581
3	East Tanfield Moor	1,080
4	East Wylam	1,255
54	Ellison Main	15,653
108	Felling Main	29,484
6	Garesfield	1,421
4	Hastings' Hartley Main	1,289
68	Hebburn Main	17,642
127	Holywell Main	43,186
19	Howard Main	5,908
1	Hutt's Tanfield Moor	339
75	Leaze's Main	11,945
12	Marley Hill	3,352
2	Medomsley	537
1	Mickley Main	296
13	Nelson's West Hartley	3,226
10	Newcastle Hartley	1,649
7	New Garesfield	2,131
28	New Tanfield Moor	9,609
3	Old Axwell	952
43	Old Tanfield	15,466
67	Orde's Redheugh	26,838
32	Pelaw Main	11,445
124	Pelton Main	50,929
2	Picton Main	190
72	Pontop Windsor's	26,238
97	Pontop Windsor's (Stanhope & Tyne Company).	39,054
17	Ravensworth's West Hartley	4,220
20	Russell's High Main	6,884
1	Shepherd's Hartley	339
6	Shipcote Main	1,016
1	Silvertop's Main	341
63	Smith & Co.'s Pontop	22,749
2	South Beaumont	296
51	South Hartley	11,689
125	South Pelaw	51,470
31	South Pontop	10,962
1	Stanhope Hartley's	302
1	Stella Freehold	246
2	Steward's Primrose	805
56	Tanfield Moor	21,269
8	Taylor's West Hartley	2,495
46	Townley	15,573
7	Usworth Main	2,765
1	West Felling	254
1	West Garesfield	42
100	West Hartley	31,449
26	West Wylam Main	7,515
31	Whitefield	8,577
5	Williams Hartley	1,468
7	Willington	1,999
1	Wortley Main	227
89	Wylam Moor	35,438
2,183		729,987
	NEWCASTLE WALLSEND:	
1	Axwell	265
6	Bailey's	2,098
28	Bell's & Brown's	7,612
126	Bewicke & Co.'s	37,105
88	Brown's	28,123
15	Burraton	4,862
42	Charlaw	12,987
33	Clark & Co.'s	10,638
86	Clennell's	28,191
1	Delaval	402
28	Derwent	10,239
12	Dunn's	2,548
1	East Pelaw	164
8	Eton	1,313
1	Gibson's	257
75	Gosforth	23,651
1	Grace's	127
1	Harvey's	178
90	Heaton	26,324
51	Hedley's	15,781
83	Hilda	30,497
66	Hotspur's	22,529
2	Hutton	529
1	Keepsake	320
7	Kibblesworth	1,233
199	Killingworth	56,415
6	Medomsley	1,622
1	Moor	132
3	Mount Moor	887
1	Newcastle	201
1	New Howard's	352
1	New Kenton	254
65	Newmarch's	21,962
1	New Walker	185
58	Northumberland's	19,034
145	Pearcth's	47,449
15	Percy Bensham	4,411
73	Perkins	22,026
6	Ramsay's	1,676
100	Riddell's	30,055
5	Sacristan	1,510
5	Shaftoe's	1,310
1	Smith & Co.'s	408
13	South Killingworth	4,032
5	Swinburne's	1,841
15	Todd & Co.'s Bensham	2,284
6	Urpeth	1,296
48	Waldridge	18,363
10	Walker	2,791
9	Westgate	1,898
6	Witham's	2,197
12	Witton	3,789
3	Woodside	370
1,666		516,723

No. 1.—Amount of Supply, &c.—Seaborne, 1841—*continued.*

SHIPS.	QUALITY.	TONS.
	BLYTH:	
50	Blyth Main	11,526
124	Cowpen Main	29,980
15	Derwentwater Hartley's	2,016
121	Hartley	40,269
61	Netherton Main	14,602
1	North-west Hartley Main	198
372		98,591
	SUNDERLAND:	
38	Eden Main	10,632
12	Keepier Eden Main	2,319
2	Mounsey & Co.'s High Main	709
3	Wear Hartley	820
5	Williams' Main	1,516
60		15,996
	SUNDERLAND WALLSEND:	
1	Bell & Co.'s	343
96	Belmont	29,493
303	Braddyll's Hetton	98,599
36	Grange	10,620
202	Haswell	61,021
3	Hedley's	957
661	Hetton	195,461
64	Keepier	13,325
530	Lambton	163,210
9	Lumley	2,444
1	Lyon's	222
1	Musgrave	159
37	North Durham	10,331
21	North Hetton Lyon's	5,588
81	Pemberton & Co.'s	24,681
127	Russell's Hetton	37,407
23	Shincliffe	7,111
2	Steam Boat	494
435	Stewart's Seaham	124,357
108	Whitwell	35,951
2,741		821,774
	STOCKTON:	
2	Bell's Pontop Main	514
5	Bond's Main	1,402
2	Clarence Tanfield	572
2	Hartlepool Nut	112
4	Hartlepool Victoria Main	854
13	South Pelton Main	4,001
1	Tees Eden Main	278
5	Tees Hartley Steam	1,450
19	West Pelaw	4,679
4	Witton Park	917
110	W. E. Adelaide's	22,531
75	Barrett's	18,001
59	Barrington's	12,954
5	Bentley's Hartlepool	1,423
22	Bowburn	5,388
124	Brown's Deanery	25,651
9	Butterknowle	1,751
141	Caradoc	45,474
53	Cassop Hartlepool	16,436
24	Clarence Hetton	5,735
1	Clarence Tees	260
7	Clavering's	790
19	Cornforth	6,162
50	Coundon	9,314
1	Crow Trees	273

SHIPS.	QUALITY.	TONS.
	STOCKTON—*continued.*	
44	W. E. East Hetton	14,887
69	Evenwood	21,775
1	Gibson's Hartlepool	68
43	Gordon	10,077
128	Hartlepool	44,990
4	Hartlepool Victoria	950
36	Howden	9,037
86	Kelloe	30,895
1	Newfield Hartlepool	350
2	North Gordon	495
4	Old Etherley	676
1	Primrose	137
5	Reynolds' Hartlepool	1,090
94	Richardson's Tees	20,295
4	Rippon's	713
2	St. Cuthbert's	191
17	St. Helen's	3,931
3	Sepping's	549
24	Seymour's Hartlepool	5,350
92	Seymour's Tees	24,121
72	South Durham	20,252
3	South Hartlepool	334
3	South Willington	435
3	Stobart's Tees	693
269	Tees	64,344
47	Tees Hetton	11,190
5	Tees Tanfield	1,177
5	Tennant's	457
105	Tennant's Hartlepool	36,309
21	Thornley	5,729
2	Victoria Hartlepool	626
10	Wear	3,036
1	Westerton Tees	230
3	West Hartlepool	366
44	West Hetton	11,243
16	West Kelloe	3,323
53	West Tees	10,652
10	Willington	2,362
1	Windleston	236
9	Witton Park	2,038
2,099		552,531
	YORKSHIRE:	
43	Allerton Main	3,391
7	Barnsley	469
1	Clay Cross	226
3	Darley Main	376
5	Elsecar	564
2	Flockton	148
1	Garforth Low Main	184
53	Inland	2,060
4	Kippax	370
31	Manston Low Main	3,915
2	Methley	94
3	Micklefield	330
4	New Flockton	251
46	Newton	4,691
3	Newton Flockton	309
2	Park Gate	220
131	Silkstone	17,179
66	Snapethorpe Flockton	4,925
3	South Etton	395
39	Stanley Main	5,038
3	Staveley	216
76	Victoria	5,989
6	West Flockton	910
29	Worsbro' Park	3,539
11	Yorkshire Hartley's	1,589

No. 1.—Amount of Supply, &c.—Seaborne, 1841—*continued.*

SHIPS.	QUALITY.	TONS.
	YORKSHIRE—*continued.*	
72	W. E. Cliffe	6,871
2	Darton	170
14	Devonshire's	1,362
1	Field	155
7	Holmes'	453
3	Snapethorpe	316
673		66,705
	SCOTCH:	
1	Aberdona	132
7	Alloa	753
1	Best Chew	300
1	Cannel	65
1	Clackmannan	126
4	Fordel Splint	689
1	Halbeath	130
4	Parrot	1,400
1	Prathouse Splint	249
9	Ramsay's North Hartley	1,528
71	Scotch	5,679
4	Standrig	937
1	Tranent	310
1	Wemyss	160
51	W. E. Elgin	6,867
2	Henderson	330
69	Wellwood	5,979
229		25,634
	WELCH:	
4	Anthracite	1,060
1	Blaendare	320
16	Cwm Avon	3,515
3	Fiery Vein	675
33	Graigola	10,217
1	Landore	90
9	Landshipping	2,834
51	Llangennech	17,751
62	Merthyr	20,065
1	Nevill's Llanelly	240
3	Porthmaur	1,000
4	Resolven Steam	1,484
49	Stone	13,272
3	Tredegar	1,120
4	Welch	672
244		74,315
	FROM SUNDRY PLACES:	
3	Cannel	135
1	Whitehaven	158
1	Workington	125
5		418
	SMALL COAL:	
1	Blaydon	126
4	Caradoc	1,260
1	Hetton	10
2	Lambton	54
1	Llangennech	360
2	Tyne	201
11		2,011
	CULM AND CINDERS:	
6	Culm	1,964
22	Cinders	2,495

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,183	Newcastle	729,987
1,666	Newcastle Wallsend	516,723
372	Blyth	98,591
60	Sunderland	15,996
2,741	Sunderland Wallsend	821,774
2,099	Stockton	552,531
673	Yorkshire	66,705
229	Scotch	25,634
244	Welch	74,315
5	From Sundry Places	418
11	Small Coal	2,011
6	Culm	1,964
22	Cinders	2,495
10,311	Total, 1841	2,909,144

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1842.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
49	Adair's Main	20,255
4	Bates's West Hartley	877
26	Bell, Robson & Co.'s Hartley	9,141
1	Benwell	243
1	Blaydon Burn	296
6	Blaydon Main	1,522
3	Bowes's Pontop	981
81	Buddle's West Hartley	28,278
19	Bute's Tanfield Moor	6,342
107	Carr's Hartley	36,171
14	Charlotte Main	4,044
21	Chester Main	8,049
1	Clarke's Hartley	129
73	Dean's Primrose	24,078
3	Delaval Main	980
7	Derwent Main	2,551
1	East Percy	254
4	East Pontop	1,443
2	East Wylam	867
72	Ellison Main	20,617
1	Ellison Low Main	328
36	Elm Park	11,069
83	Felling Main	23,146
2	Garesfield	428
36	Hastings Hartley Main	13,197
49	Hebburn Main	12,675
110	Holywell Main	36,673
16	Howard Main	5,151
4	Hutt's Tanfield Moor	1,339
26	Leaze's Main	5,603
8	Marley Hill	2,570
11	Medomsley	4,141
1	Mitchell's West Hartley	127
3	Morrison's Hartley	948
33	Nelson's West Hartley	9,792
5	Newcastle Hartley	1,034
53	New Tanfield Moor	20,752
3	North Pelaw	799
65	Old Tanfield	26,564
80	Orde's Redheugh	32,569
1	Ouse Hartley Stream	381
1	Oxclose Main	243
34	Pelaw Main	12,207
112	Pelton Main	47,176
40	Pontop, Windsor's	15,763
32	Pontop, Windsor's (Stanhope and Tyne Company).	12,678
49	Ravensworth's West Hartley	14,882
4	Russell's High Main	1,450
1	Sacristan	233
19	Shipcote Main	3,092
11	Smith & Co.'s Pontop	3,609
2	South Hartley	633
2	South Moor	601
67	South Pelaw	27,740
20	South Pontop	7,867
4	Stanhope Pontop	1,583
1	Tanfield Main	341
51	Tanfield Moor	19,304
8	Taylor's Hartley	2,538
37	Townley	12,468
2	Usworth Main	667
2	West Felling	741
95	West Hartley	33,850
11	West Holywell	1,850
10	West Pelton	3,337
62	West Wylam Main	16,041
12	Whitefield	3,721
1	Willington	79
1	Wood's Garesfield	310
70	Wylam Moor	20,093
2	Wylam Splint	296
1,884		650,777
	NEWCASTLE—*continued.*	
	NEWCASTLE WALLSEND:	
27	Acorn Close	5,195
7	Barnard's	2,314
25	Bell's and Brown's	6,625
82	Bewicke & Co.'s	23,214
67	Brown's	19,876
14	Burraton	5,074
1	Charlaw	511
22	Clark & Co.'s	6,789
47	Clennell's	15,497
4	Delaval	1,188
1	Derwent	424
5	Elm Park	1,529
6	Eton	1,446
2	Eyres	431
28	Farnacre's	6,680
14	Gibson's	3,817
71	Gosforth	23,349
62	Heaton	18,898
1	Heddon	198
53	Hedley's	17,119
69	Hilda	24,850
59	Hotspur's	19,588
17	Hutton	6,570
1	Keepsake	241
197	Killingworth	51,445
16	Medomsley	4,980
3	Mickley	584
92	Morrison & Co.'s	30,583
51	Newmarch's	14,878
15	New Walker	3,147
13	Norton	2,377
41	Northumberland's	12,835
153	Peareth's	53,009
56	Perkins	18,843
28	Ramsay's	7,408
2	Reade's	325
104	Riddell's	33,220
9	Sacristan	2,475
1	Shaftoe's	235
2	Smith & Co.'s	683
4	South Killingworth	1,336
7	Sunderland	2,393
4	Swinburne's	1,386
34	Todd & Co.'s Bensham	5,183
36	Urpeth	9,632
50	Waldridge	18,925
1	Walker	355
4	Westgate	587
84	Wharncliffe	24,705
4	Witton	1,103
1,696		514,055

No. 1.—Amount of Supply, &c.—Seaborne, 1842—*continued.*

SHIPS.	QUALITY.	TONS.
BLYTH:		
39	Blyth Main	9,201
8	Cookson Hartley	912
25	Cowpen Hartley	6,170
66	Cowpen Main	16,143
2	Davison's West Hartley	603
87	Derwentwater's Hartley	14,755
100	Hartley	32,979
3	Howick's Hartley	375
60	Netherton Main	14,637
1	North West Hartley Main	275
17	Sidney's Hartley	4,244
408		100,294
SUNDERLAND:		
1	Beamish South Moor	212
1	Bell's Primrose	280
1	Butterby Main	206
2	Eden Main	462
1	Elm Park	275
3	Hutton Seam	1,062
2	Old Duck's Main	190
1	Pemberton & Co.'s Primrose	185
1	Russell's High Main	296
13		3,168
SUNDERLAND WALLSEND:		
1	Bell & Co.'s	84
72	Belmont	23,542
274	Braddyll's Hetton	84,758
2	Butterby	399
8	Farnacre's	1,376
1	Gibson's	257
1	Grange	169
169	Haswell	50,428
549	Hetton	164,704
102	Keepier	21,830
460	Lambton	140,805
2	Lumley	410
9	Musgrave	2,661
9	North Durham	2,283
3	North Hetton Lyon's	828
102	Pemberton & Co.'s	29,337
86	Russell's Hetton	26,010
46	Shincliffe	14,096
6	Steam-boat	1,943
446	Stewart's Seaham	129,537
4	Stewart's Sunderland	1,166
82	Whitwell	28,172
1	Woodlands	169
2,435		724,964
STOCKTON:		
5	Butterworth Main	401
1	Eden Hartley	198
2	Nut	90
2	Shotten Gas	440
2	Tees Eden Main	520
1	Victoria Steam	296
4	Whitworth	1,175
1	Witton Park	79
18		3,199

SHIPS.	QUALITY.	TONS.
STOCKTON WALLSEND:		
110	Adelaide's	24,607
1	Auckland Park	121
49	Barrett's	11,250
68	Barrington's	15,616
4	Bentley's Hartlepool	963
85	Bowburn	22,828
162	Brown's Deanery	33,596
16	Burdon	3,618
170	Caradoc	56,621
89	Cassop Hartlepool	29,382
18	Clarence Hetton	4,302
1	Clavering's	50
76	Coundon	19,443
1	Cragwood	190
48	East Hetton	16,080
66	Evenwood	20,139
39	Gordon	9,862
1	Greathead's	106
130	Hartlepool	39,826
3	Hartlepool Steam-boat	601
77	Heugh Hall	22,095
28	Hopper's	8,646
2	Howden	680
6	Hunwick	1,121
90	Kelloe	33,541
6	Maclean's	1,294
1	Norwood Hetton	50
2	Old Etherley	295
18	Quarrington	5,790
2	Reynold's Hartlepool	652
57	Richardson's Tees	12,042
6	St. Cuthbert's	921
24	St. Helen's	4,435
3	Sepping's	485
15	Seymour's Hartlepool	3,799
80	Seymour's Tees	22,920
63	South Durham	19,492
7	South Willington	1,799
228	Tees	56,077
48	Tees Hetton	13,513
26	Tennant's Hartlepool	8,064
6	Thornley	1,343
3	Tees Tanfield	1,226
1	Victoria Hartlepool	340
1	West Hartlepool	190
37	West Hetton	10,160
1	West Parks	220
73	West Tees	17,542
1	Witton Park	270
2,049		559,103
YORKSHIRE:		
30	Allerton Main	2,442
12	Elsecar	1,616
7	Gawber Hall	606
1	High Green Main	41
17	Inland	740
2	Kippax	142
21	Manston	2,388
4	Micklefield	513
7	Morton's Hartley	582
4	New Stanley	388
22	Newton	1,615
6	Old Haigh Moor	418
5	Robin Hood	393
3	Rothwell Haigh	246
222	Silkstone	26,373
83	Snapethorpe, New Flockton	5,831
2	South Etton	254
18	Stanley Main	1,605

No. 1.—Amount of Supply, &c.—Seaborne, 1842—*continued.*

SHIPS.	QUALITY.	TONS.
	YORKSHIRE—*continued.*	
55	Victoria	5,273
1	Walton Main	51
17	Worsbro' Hartley	2,269
44	Worsbro' Park	4,988
92	W. E. Cliffe	8,147
6	Holmes's	320
1	Netherton	95
6	Rothwell	828
15	Whitwood	1,348
703		69,512
	SCOTCH:	
3	Alloa	346
5	Best Splint	477
2	Bulman Main	213
9	Clackmannan	698
7	Craigree	921
2	Devon	240
1	Donnybristle	88
1	Fordel Steam	102
2	Glasgow Splint	187
2	Halbeath	190
2	Parrot Gas	371
1	Prathouse Splint	276
1	Prathouse Steam	239
1	Sketerigg	50
67	Scotch	5,049
3	Standrig	230
1	Torry	77
16	Townhill	3,324
6	Wemyss	420
17	W. E. Elgin	1,578
1	Scott's	290
51	Wellwood	4,118
201		19,484

SHIPS.	QUALITY.	TONS.
	WELCH:	
9	Anthracite	2,374
2	Bryndorwy	540
1	Bynea	340
14	Cwm Avon	3,164
5	Duffryn Steam	1,367
36	Graigola	10,526
6	Landshipping	1,312
38	Llangennech	13,017
75	Merthyr	25,590
2	Resolven	590
1	Risca	260
2	St. George's Fiery Vein	600
54	Stone	13,676
4	Welch	343
249		73,699
	FROM SUNDRY PLACES:	
5	Cannel	280
1	Lancashire Ince	150
6		430
	SMALL COAL:	
1	Blaydon Main	423
1	Leaze's Main	127
1	South Tanfield	318
1	Whitefield	113
1	W. E. Cassop	127
5		1,108
	CULM AND CINDERS:	
5	Culm	1,283
19	Cinders	2,124

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,884	Newcastle	650,777
1,696	Newcastle Wallsend	514,055
408	Blyth	100,294
13	Sunderland	3,168
2,435	Sunderland Wallsend	724,964
18	Stockton	3,199
2,049	Stockton Wallsend	559,103
703	Yorkshire	69,512
201	Scotch	19,484
249	Welch	73,699
6	From Sundry Places	430
5	Small Coal	1,108
5	Culm	1,283
19	Cinders	2,124
9,691	Total, 1842	2,723,200

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1843.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
48	Adair's Main	19,407
4	Bates's West Hartley	1,414
2	Bates, Robson & Co.'s Hartley	699
3	Bishop Main	729
5	Blaydon Burn	1,660
1	Brandling Main	193
79	Buddle's West Hartley	29,658
11	Bute's Pontop	4,621
18	Bute's Tanfield Moor	6,577
72	Carr's Hartley	25,642
14	Charlotte Main	3,846
23	Chester Main	7,887
4	Clark & Co.'s Hartley	1,201
1	Coxlodge	246
1	Davison's West Hartley	148
96	Dean's Primrose	27,808
1	Derwent	344
70	Ellison Main	18,353
37	Elm Park	10,546
91	Felling Main	24,401
17	Fenham Hartley	6,045
1	Gateshead Park	116
68	Hastings Hartley	24,609
2	Hastings Hartley Nutt	710
41	Hebburn Main	8,840
1	Hedley's Hartley Steam	450
102	Holywell Main	33,153
15	Howard Main	4,680
1	Hutton Main	339
1	Hutt's Tanfield	196
8	Leaze's Main	1,587
1	Marley Hill	169
4	Medomsley	1,536
1	Morrison & Co.'s Hartley Steam	318
12	Nelson's West Hartly	3,522
2	Newcastle Hartley	349
1	New Holywell	106
59	New Tanfield	21,119
1	North Pelaw	341
28	Oakwellgate Main	4,387
48	Old Tanfield	19,699
98	Orde's Redheugh	39,569
32	Original Windsor's Pontop	12,452
37	Pelaw Main	12,955
128	Pelton Main	54,699
24	Pontops Windsor's	8,909
40	Ravensworth's West Hartley	12,891
3	Redwell Pontop	698
1	Russell's High Main	382
13	Shipcote Main	2,094
32	Smith's Pontop	9,211
3	South Moor	571
62	South Pelaw	26,067
9	South Pontop	3,127
1	Stanley Pontop	212
38	Tanfield Moor	15,411
37	Taylor's West Hartly	11,896
42	Townley	13,825
2	Usworth Main	835
91	West Hartley	32,915
5	West Holywell	1,136
24	West Pelton	5,091
2	West Tanfield Moor	789
69	West Wylam	16,549
15	Whitefield	5,125
2	Willington Hartley	338
2	Wood's Garesfield	783
64	Wylam Moor	25,703
1,871		631,884

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND:	
45	Acorn Close	11,638
31	Bell's and Brown's	7,281
5	Bensham	1,380
103	Bewicke & Co.'s	29,265
2	Bowes	526
1	Bowie's	251
47	Brown's	16,284
15	Burraton	3,910
32	Clark & Co.'s	9,716
36	Clennell's	12,000
1	Dean's Primrose	153
2	Delaval	840
7	Edmondsley	1,958
6	Eyres	1,837
23	Farnacre's	4,727
1	Finden	251
132	Gibson's	39,028
60	Gosforth's	18,208
65	Heaton	16,650
49	Hedley's	15,256
92	Hilda	33,762
44	Hotspur's	14,321
9	Hutton	3,018
189	Killingworth	46,309
14	Kirk's	2,395
12	Medomsley	3,911
1	Mickley	166
113	Morrison & Co.'s	33,668
6	Mount Moor	780
51	Newmarch's	16,499
6	New Walker	1,532
2	North Durham	604
56	Northumberland's	18,469
38	Norton	5,988
82	Peareth's	28,466
1	Perkins	249
41	Ramsay's	12,131
2	Reade's	434
62	Riddell's	20,076
1	Sefton's	307
1	South Killingworth	312
4	Sunderland	1,482
1	Swinburne's	291
15	Todd & Co.'s Bensham	1,990
89	Urpeth	29,702
32	Waldridge	10,891
94	Wharncliffe	26,065
3	Woodside	176
1,724		505,153
	BLYTH:	
16	Blyth Main	3,042
2	Chivington	170
12	Cookson's Hartley	1,674
47	Cowpen Hartley	11,960
80	Davison's West Hartley	21,000
91	Derwentwater's Hartley Steam	14,938
50	Hartley	16,105
15	Howick's Hartley	1,557
48	Howard's West Hartley Netherton	11,706
33	Sidney's Hartley	8,357
2	Sleekburn Main	402
25	W. E. Delaval	7,711
421		98,622

No. 1.—Amount of Supply, &c.—Seaborne, 1843—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND:	
1	Beamish South Moor	151
6	Eden Main	925
4	Hutton Seam, unscreened	1,355
1	Keepier Nutt	212
1	Primrose Main	180
1	Pemberton & Co.'s Primrose	170
31	Usworth Main, unscreened	10,700
45		13,693
	SUNDERLAND WALLSEND:	
2	Acorn Close	383
76	Belmont	23,721
225	Braddyll's Hetton	71,427
26	Butterby	5,839
1	Durham	159
3	Farnacres	412
41	Finchale	9,097
3	Framwellgate	860
6	Gibson's	2,340
149	Haswell	41,206
518	Hetton	158,011
5	Houghall	1,158
16	Hylton	4,436
71	Keepier	16,841
10	Keepier and Elvet	2,466
477	Lambton	141,539
6	Lumley	1,583
2	Musgrave	272
1	North Durham	74
7	North Hetton Co.'s Lyons	1,964
77	Pemberton & Co.'s	22,845
10	Richmund	2,739
115	Russell's Hetton	33,531
39	Shincliffe	11,192
360	Stewart's Seaham	107,261
8	West Durham	1,603
75	Whitwell	21,721
2,329		684,680
	STOCKTON:	
6	Brancepeth Park	984
3	Castle Eden Nutt	584
1	Eden Hartley, unscreened	233
1	High Thornley Nutt	340
1	Old Etherley	130
3	Shotton Main	773
1	Tees Eden Main	63
16		3,107
	STOCKTON WALLSEND:	
112	Adelaide's	26,992
65	Barrett's	17,924
49	Barrington's	11,736
25	Bentley's	1,400
11	Bowburn	2,815
91	Brown's Deanery	18,236
8	Burdon	1,783
130	Caradoc	41,116
59	Cassop Co.'s Hartlepool	17,545
13	Castle Eden	2,501
49	Clarence Hetton	11,774
7	Clavering's	1,264
39	Coundon	9,324
87	East Hetton	31,284
28	Evenwood	6,568
7	Gordon	1,581
120	Hartlepool	37,712
4	Harvey	608
64	Hesleden	19,671
50	Heugh Hall	13,811
53	High Thornley	12,322
9	Hopper's	3,052
11	Hunwick	1,763
62	Kelloe	22,666
2	Leasingthorne	315
18	Maclean's Tees	4,053
36	Quarrington	12,082
66	Richardson's Tees	13,514
1	Saint Cuthbert	125
32	Saint Helen's Tees	6,865
2	Seppings	299
1	Seymour's Hartlepool	110
74	Seymour's Tees	19,622
24	Shotton	4,465
67	South Durham	21,197
2	Stobart's Tees	246
1	Surtees	245
238	Tees	59,290
28	Tees Hetton	5,664
1	Tees Tansfield	225
17	Tennant's	3,053
12	Tennant's Hartlepool	3,192
30	The Duke's	6,251
	Thornley	11
69	Trimdon	19,633
4	West Hartlepool	854
22	West Hetton	5,545
68	West Tees	16,484
—	Whitworth	21
1,963		518,813
	YORKSHIRE:	
15	Allertain Main	1,037
1	Barnsley	123
8	Brouen Moor	678
3	Darley Main	520
23	Elsecar	3,248
3	Flockton	163
24	Gawber Hall	2,473
1	Gawber New	62
18	Hollinghall New Flockton	1,330
19	Inland	761
1	Kilnhurst	70
30	Manston	3,138
37	Newton	3,167
3	Noblethorpe	329
9	Old Haigh Moor	528
13	Robin Hood	1,831
1	Rothwell Haigh	80
226	Silkstone	25,841
58	Snapethorpe New Flockton	4,275
3	Stanley Main	246
—	Staveley	19
1	Tinsley Park	115
12	Victoria	1,081
2	West Devonshire	156
7	Worsbro' Park	1,222
1	Wrenthrop	68
1	W. E. Charlesworth	100
82	Cliffe	6,811
48	Devonshire	5,424

No. 1.—Amount of Supply, &c.—Seaborne, 1843—*continued.*

SHIPS.	QUALITY.	TONS.
	YORKSHIRE—*continued.*	
13	W. E. Holmes	421
4	Rothwell	322
2	Tupton	118
43	Whitworth	5,277
712		71,034
	SCOTCH:	
2	Alloa	595
6	Clackmannan	401
13	Craigrie	1,285
1	Fordel Splint	206
6	Fordel Steam	1,081
5	Glasgow Splint	323
1	Grangemouth	48
1	Greenwich Hospital	153
2	Halbeath	262
1	Lochgelly	105
44	Scotch	2,781
3	Standrig	180
7	Townhill	698
1	Tranent	90
17	W. E. Elgin	1,735
38	Wellwood	2,165
148		12,108
	WELCH:	
6	Anthracite	983
1	Bituminous	120
3	Bryndwey	733
12	Cwm Avon	1,665
17	Forest Graigola	4,452
14	Graigola	4,135
6	Landshipping	1,990
4	Lewis's Merthyr	1,352
42	Llangennech	11,249
1	Loughor	115
1	Measteg	110
90	Merthyr	27,526
4	Neath Abbey	1,257
	WELCH—*continued.*	
1	Oakwood	180
4	Parson's Abbey Graigola Steam	1,074
3	Patent Fuel	368
2	Porth Cawl	174
1	Porthmawr	280
27	Powell's Duffryn Steam	7,037
3	Resolven Steam	773
2	Risca	385
1	Roch Vein	98
1	St. George's Fiery Vein	280
53	Stone	11,648
4	Tredegar	1,035
1	Union Company's Graigola Steam	310
1	Varteg	205
2	Welch	390
307		79,924
	FROM SUNDRY PLACES:	
1	Cannel	87
1	Runcorn	103
2		190
	SMALL COAL:	
1	Evenwood	220
1	Heddon Main	148
1	Hetton	31
3	High Thornley	824
1	Kibblesworth	325
1	Merthyr	102
5	Oxclose	1,812
1	Richardson's Tees	210
1	Trimdon	455
15		4,127
	CULM AND CINDERS:	
9	Culm	1,801
31	Cinders	3,384

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,871	Newcastle	631,884
1,724	Newcastle Wallsend	505,153
421	Blyth	98,622
45	Sunderland	13,693
2,329	Sunderland Wallsend	684,680
16	Stockton	3,107
1,963	Stockton Wallsend	518,813
712	Yorkshire	71,034
148	Scotch	12,108
307	Welch	79,924
2	From Sundry Places	190
15	Small Coal	4,127
9	Culm	1,801
31	Cinders	3,384
9,593	Total 1843	2,628,520

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1844.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
34	Adair's Main	13,823
1	Bates West Hartley	360
1	Beaumont West Hartley	151
9	Bell's Hartley	2,478
4	Bensham Main	1,461
1	Berkley's Hartley	201
4	Brandling Main	786
40	Buddle's West Hartley	14,664
22	Bute's Tanfield Moor	8,676
48	Carr's Hartley	17,319
18	Charlotte Main	5,156
18	Chester Main	6,046
7	Coxlodge	841
77	Dean's Primrose	23,379
6	East Pontop	1,738
8	Eden Main	2,637
3	Edmonsley, unscreened	585
1	Eighton Moor	212
46	Ellison Main	12,494
36	Elm Park	10,689
69	Felling Main	20,434
12	Fenham Hartley	4,352
52	Hastings Hartley	18,465
54	Hebburn Main	9,837
2	Hedley's Hartley	577
90	Holywell Main	29,974
11	Howard Main	3,098
4	Jarrow Low Main	747
5	Leafe's Main	815
13	Medomsley	5,382
34	Morrison's Hartley Steam	10,497
6	Morrison's, unscreened	2,001
18	Nelson's West Hartley	6,306
5	Newcastle Hartley Steam	918
1	New Eighton Moor	148
47	New Tanfield	19,000
10	Horth Pelaw	2,952
39	Oakwellgate Main	7,090
36	Old Pontop Main	11,937
54	Old Tanfield	21,488
80	Orde's Redheugh	29,701
28	Original Windsor's Pontop	10,195
1	Patent Fuel	149
39	Pelaw Main	13,897
95	Pelton Main	40,921
1	Pitt's West Hartley	344
25	Pontop Windsor's	8,521
6	Potts & Co's Primrose	1,208
32	Ravensworth's West Hartley	8,822
73	Shipcote Main	12,510
27	Smith's Pontop	8,502
57	South Pelaw	23,293
8	South Pontop	2,804
56	Tanfield Moor	19,100
27	Taylor's West Hartley	8,560
35	Towneley	11,872
1	Twizell Main	365
79	West Hartley	27,835
1	West Holywell	212
26	West Pelton	8,534
1	West Tanfield	326
46	West Mylam	14,556
1	Whitburn Main	129
13	Whitefield	5,152
4	Willington Hartley	1,241
5	Wood's Garesfield	1,924
44	Wylam Moor	16,687
1,757		577,073

SHIPS.	QUALITY.	TONS.
NEWCASTLE WALLSEND:		
35	Acorn Close	9,088
1	Bede's	127
45	Bell's and Brown's	11,580
14	Bell's Robson & Co.'s	3,000
5	Bensham	888
77	Bewicke & Co.'s	24,529
20	Blenkinsopp	5,092
38	Brown's	12,726
3	Burdon	438
3	Burraton	1,067
10	Carlisle	2,644
22	Clark & Co.'s	7,030
42	Clennell's	14,712
1	Collingwood	363
24	Edmondsley	6,768
1	Eyre's	164
91	Gibson's	24,701
58	Gosforth	18,548
1	Grace's	63
52	Heaton	14,837
10	Hebburn	2,289
30	Hedley's	7,245
1	Hexham	212
99	Hilda	31,387
32	Hotspur's	11,377
95	Killingworth	26,205
14	Kirk's	2,407
4	Langley	497
5	Medomsley	1,388
53	Morrison & Co.'s	18,499
2	Mount Moor	258
46	Newmarch's	15,286
1	New Pelaw	116
2	New Walker	488
10	North Durham	2,977
24	Norton	4,736
29	Northumberland's	9,126
5	Norwood	927
8	Oakwellgate	1,001
105	Peareth's	38,697
3	Pearson's	611
31	Ramsay's	8,827
3	Reid's	1,168
37	Riddell's	11,090
2	Sefton's	664
13	Stewart's	4,237
4	Stewart's Steam	720
17	Sunderland	6,305
87	Urpeth	28,205
10	Waldridge	3,468
6	Walker	1,375
1	Westgate	180
88	Wharncliffe	22,549
8	Wreckington	1,666
1,428		424,548
BLYTH:		
17	Blyth Main	3,875
47	Cowper Hartley	11,195
45	Davison's West Hartley	11,107
48	Derwentwater's Hartley Steam	7,814
72	Hartley	20,932
30	Howard's West Hartley Netherton.	7,746
1	Howick Main	148
1	Morpeth Main, unscreened	196

No. 1.—Amount of Supply, &c.—Seaborne, 1844—*continued.*

SHIPS.	QUALITY.	TONS.
	BLYTH—*continued.*	
1	North West Hartley, unscreened	214
32	Sidney's Hartley	8,523
6	Warkworth Hartley	663
13	W. E. Delaval	3,948
313		76,361
	SUNDERLAND:	
12	Beamish South Moor	2,290
7	Belmont Nut	1,752
1	Easington Main	191
24	Eden Main	7,040
4	Elvet, unscreened	836
1	Elm Park, unscreened	150
9	Harraton Main	2,586
1	Hartley Steam	173
11	Lambton Primrose	2,477
14	Lumley Main	3,840
1	Moorsley Main	315
4	Pemberton & Co.'s Primrose	1,004
9	Richmond Main	2,746
10	Usworth, unscreened	2,479
1	Wear Hebburn, unscreened	185
109		28,064
	SUNDERLAND WALLSEND:	
1	Bell's	98
132	Belmont	36,782
206	Braddyll's Hetton	63,692
1	Butterby	304
1	Charlaw Steam	559
1	Cleveland	237
1	Elvet	195
39	Finchale	7,344
1	Framwellgate	288
11	Gibson's	1,584
123	Haswell	35,292
357	Hetton	103,756
37	Houghall	10,059
19	Hylton	5,278
73	Keepier	16,784
471	Lambton	139,042
2	Lawson's	471
28	Lumley	7,407
2	Musgrave's	315
9	North Durham	1,781
4	North Hetton Co.'s Lyons	1,016
1	North Hetton Co.'s Steam-boat	276
66	Pemberton & Co.'s	18,795
100	Richmond	26,851
87	Russell's Hetton	24,233
14	Sherburn	3,396
2	Shincliffe	225
270	Stewart's Seaham	79,976
16	Stewart's Steam-boat	4,884
1	Stormont	127
11	West Durham	1,669
60	Whitwell	18,484
2	Wilfred's	462
2,149		611,662

SHIPS.	QUALITY.	TONS.
	STOCKTON:	
1	Bewicke's Main	100
24	Bitchburn	3,659
31	Brancepeth	6,441
2	Eden Hartley	339
7	Fowler's Main	2,241
2	Meor's Main	473
2	Old Etherley	330
13	Sharp's Tanfield	2,942
1	Shotton Main	267
7	South Tanfield Moor	1,483
1	Stockton West Hartley	358
1	Tees Nut	260
17	Wilkinson's Tanfield	3,123
109		22,016
	STOCKTON WALLSEND:	
91	Adelaide's	27,871
15	Albert's	3,623
56	Barrett's	14,145
31	Barrington's	7,317
7	Bentley's	393
6	Blanshard's	1,319
19	Bowburn	4,335
88	Brown's Deanery	18,417
104	Caradoc	32,211
31	Cassop Hartlepool	7,731
2	Castle Eden	177
9	Clarence Hetton	2,087
3	Clavering's	590
58	Coundon	12,343
1	Cragwood	290
97	East Hetton	34,645
40	Evenwood	10,825
7	Fox's	1,248
1	Fowler's	106
37	Gordon	7,688
28	Hartlepool	8,708
40	Harvey	10,423
70	Hesleden	19,897
27	Heugh Hall	9,001
54	High Thornley	14,970
25	Hopper's	6,411
1	Howden	68
50	Hunwick	9,342
60	Kelloe	21,454
12	Leasingthorne	2,848
31	Maclean's Tees	7,445
7	Middleham	1,525
37	Quarrington	12,867
1	Ramshaw	280
47	Richardson's Tees	10,913
5	St Cuthbert's	1,253
22	St. Helen's Tees	4,227
10	Sepping's	2,086
5	Seymour's Hartlepool	1,246
45	Seymour's Tees	11,943
1	Sharp's Butterknowle	92
21	Shotton	5,484
54	South Durham	17,193
6	South Hartlepool	1,749
2	South Kelloe	380
2	South Willington	541
2	South Wingate	239

(*continued*)

No. 1.—Amount of Supply, &c.—Seaborne, 1844—*continued.*

SHIPS.	QUALITY.	TONS.
	Stockton—*continued.*	
178	Tees	41,625
40	Tees Hetton	8,474
11	Tennant's	3,530
39	The Duke's	7,479
4	Thornley	718
42	Trimdon	12,822
3	Victoria Tees	318
6	Weardale	922
3	West Hartlepool	745
32	West Hetton	8,011
71	West Tees	14,047
21	Whitworth	3,859
39	Witton Park	7,329
20	Woodifield	2,982
1,877		482,807
	YORKSHIRE:	
56	Adelaide	8,211
6	Allerton Main	439
1	Andrew Hill	183
16	Ardsley Main	1,079
1	Barnsley	125
3	Black Boy	346
1	Blackley Hurst	109
29	Clay Cross	1,921
3	Darley Main	406
24	Elsecar	2,962
1	Field & Co.'s Tees Hetton	320
26	Flockton	2,806
56	Gawber Hall	6,613
12	Haigh Moor	855
40	Inland	1,262
2	Lennard Fence	128
3	Lowther and Preston Main	243
21	Manston and Brouen Moor	1,839
15	Newton	1,670
2	Park Gate	157
23	Robin Hood	2,585
4	Rothwell Haigh	492
150	Silkstone	18,773
62	Snapethorpe, New Flockton	4,665
1	Stanley Main	120
2	Staveley	280
20	Victoria	1,693
1	Warren House	185
6	Wingerworth Main	386
15	Worsbro' Park	1,901
69	Wrenthorpe	4,301
188	W. E. Cliffs	17,884
29	Devonshire	2,706
1	Evenwood	89
6	Gordon	528
4	Holmes	212
1	Rothwell	220
8	Tees	758
37	Whitwood	4,747
945		94,199
	SCOTCH:	
47	Alloa	8,855
2	Berwick	311
24	Clackmannan	5,531
3	Cuttlehill Splint	654
1	Diamond	258
3	Donibristle Chew	544

SHIPS.	QUALITY.	TONS.
	Scotch—*continued.*	
1	Dysart	230
40	Fordel Stream	12,218
8	Grangemouth	1,211
14	Greenwich Hospital, West Hartley.	1,961
10	Halbeath	2,598
1	Hill of Beath	218
7	Lochgelly	1,145
2	Preston Links	218
1	Riggenhead Main	245
65	Scotch	3,611
2	Standrig	399
4	Throughar	616
29	Townhill and Appin	5,252
3	Tranent	630
10	Wemyss Steam	1,887
57	W. E. Elgin	14,581
1	Great Jewel	250
4	Inverkeithing	175
15	Wellwood	3,019
354		66,347
	WELCH:	
1	Anthracite	250
2	Bituminous	400
4	Bleandare Hartley	775
1	Bryndu	100
3	Bynea Steam	735
1	Cefn Cwsc	93
1	Coffin's Dinas	71
5	Cwm Avon	495
2	Duncan & Co.'s House	360
15	Forest Graigola	4,514
11	Graigola	2,926
2	Landshipping	860
30	Lewis's Merthyr	8,200
33	Llangennech	10,038
94	Merthyr	27,292
12	Neath Abbey	2,826
4	Oakwood	162
1	Old Fiery Vein	130
1	Parson's Abbey Graigola	350
1	Patent Fuel	17
32	Powell's Duffryn Stream	7,363
2	Powell's Lantwit	629
6	Resolven Steam	1,243
3	St. George's Fiery Vein	723
47	Stone	11,657
1	Ton Mawr	110
2	Tredegar	410
1	Williams's Steam	310
318		83,039
	FROM SUNDRY PLACES:	
1	Cannel	100
1	Laffach	180
1	Lonsdale	103
1	New York	26
1	Rushy Park	15
5		424

No. 1.—Amount of Supply, &c.—Seaborne, 1844—*continued.*

SHIPS.	QUALITY.	TONS.
	SMALL COAL:	
1	Carr's Hartley	355
1	Crag Head	320
2	Coundon	434
1	Evenwood	225
2	Framwell Gate	600
1	Graces	31
7	Hihg Thornley	2,183
4	Hunwick	514
1	Kibblesworth	159
1	Leasingthorne	190
1	Middleham	240
1	Northumberland's	286
1	Oxclose	161
5	Powell's Duffryn	1,023
1	Ravensworth's West Hartley	87
1	St. George's	200
1	Sepping's	195
—	South Tanfield	31
3	South Wingate	935
3	Tees Tanfield	783
1	Tennant's	285
1	Washington	265
1	Wilkinson's Tanfield	150
41	Small Coal—*continued.*	9,652
	CULM AND CINDERS:	
7	Culm	1,568
54	Cinders	13,150

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
1,757	Newcastle	577,073
1,428	Newcastle Wallsend	424,548
313	Blyth	76,361
109	Sunderland	28,064
2,149	Sunderland Wallsend	611,662
109	Stockton	22,016
1,877	Stockton Wallsend	482,807
945	Yorkshire	94,199
354	Scotch	66,347
318	Welch	83,039
5	From Sundry Places	424
41	Small Coal	9,652
7	Culm	1,568
54	Cinders	13,150
9,466	Total, 1844	2,490,910

SEABORNE, 1845.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
58	Adair's Main	23,110
9	Bates's West Hartley	2,905
2	Bensham Main	450
2	Brandling Main	269
77	Buddle's West Hartley	27,514
1	Burnopfield	339
9	Bute's Tanfield Moor	3,448
88	Carr's Hartley	31,180
32	Charlotte Main	8,417
50	Chester Main	16,844
1	Clark & Co.'s Hartley Steam	254
11	Clavering's Tanfield	3,216
32	Coxlodge	4,493
69	Dean's Primrose	19,215
1	Derwent, unscreened	402
1	East Pontop	397
19	East Tanfield	6,880
1	East Windsor Pontop	291
118	Eden Main	40,611
4	Eden's Tanfield	1,440
2	Eighton Moor	335
65	Ellison Main	17,822
13	Elm Park	3,933
1	Farnacre's Pelaw	201
64	Felling Main	19,324
4	Fenham Hartley	1,372
3	Forest Main	732
1	Garesfield	249
2	Gateshed Park	389
74	Hastings's Hartley	27,500
3	Hebburn Main	486
6	Hebburn Bensham	1,338
6	Hedley's Hartley	1,898
136	Holywell Main	45,155
3	Howard Main	759
6	Jarrow Dust	1,995

No. 1.—Amount of Supply, &c.—Seaborne, 1845—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE—*continued.*	
10	Jarrow Low Main	2,504
1	Leaze's Main	190
8	Medomsley	2,838
11	Morrison's Hartley Steam	3,656
38	Nelson's West Hartley	12,983
10	Newcastle Hartley Steam	1,419
90	New Tanfield	33,688
1	North Pelaw	349
5	North Percy Hartley	1,457
1	North Pontop	381
4	North Tanfield	853
18	Oakwellgate Main	3,404
78	Old Pontop	28,719
24	Old Tanfield	9,309
118	Orde's Redheugh	45,817
36	Original Tanfield	13,260
32	Original Windsor's Pontop	12,164
60	Pelaw Main	17,682
117	Pelton Main	72,098
18	Pontop Windsor's	6,758
21	Potts & Co.'s Primrose	5,549
2	Ravensworth's Pelaw	622
67	Ravensworth's West Hartley	24,356
4	Shaftoe's Hartley	1,446
129	Shipcote Main	18,627
2	Simpson's Pontop	826
19	Smith's Pontop	7,169
66	South Pelaw	26,358
14	South Pontop	5,260
14	Stewart's Hartley Steam	4,534
2	Stormont Main	306
58	Tanfield Moor	20,863
69	Taylor's West Hartley	21,652
2	Team	433
40	Towneley	13,128
50	Twizell Main	18,191
148	West Hartley Main	50,748
66	West Pelton	22,649
1	West Tyne Main	157
59	West Wylam	19,554
22	Whitburn Main	3,927
16	Whitefield	6,179
2	Willington Hartley	545
9	Wood's Garesfield	3,278
—	Wortley Main	84
65	Wylam Moor	24,766
2,661		885,799
	NEWCASTLE WALLSEND:	
38	Acorn Close	9,926
32	Bell & Brown's	7,899
16	Bell, Robson & Co.	3,012
6	Bensham	1,460
82	Bewicke & Co.	24,938
41	Brown's	14,364
10	Clark & Co.'s	3,168
3	Clavering's	911
18	Clennell's	6,307
1	Derwent	249
4	Farnacre's	889
83	Gibson's	21,797
79	Gosforth	24,089
5	Harton	862
80	Heaton	22,559
62	Hebburn	12,628
45	Hedley's	12,151
88	Hilda	31,339
39	Hotspur	13,552
223	Killingworth	58,384
6	Kirk's	1,412
1	Lanchester	233
2	Medomsley	292
19	Morrison & Co.'s	6,874
1	Mount Moor	296
59	Newmarch's	19,343
11	New Walker	1,831
41	North Durham	12,374
23	Northumberland's	7,877
7	Norton	1,485
3	Norwood	458
1	Oakwellgate	151
120	Peareth's, unscreened	44,076
2	Pearson's	429
1	Potts & Co.'s	280
34	Ramsay's	10,181
14	Reid's	4,884
47	Riddell's	14,355
86	Stewart's	30,107
4	Stewart's Steam	1,368
4	Sunderland	1,451
91	Urpeth	33,757
6	Waldridge	2,138
26	Walker	7,002
125	Wharncliffe	26,785
8	Wreckington	1,636
1,699		501,559
	BLYTH:	
10	Blyth Main	2,523
17	Chevington West Hartley	2,625
46	Cowpen Hartley	11,598
31	Davison's West Hartley	8,025
67	Derwentwater's Hartley Steam	14,492
92	Hartley	26,874
43	Howard's West Hartley Netherton	11,083
1	North West Hartley	283
32	Sidney's Hartley	7,678
339		85,181
	SUNDERLAND:	
11	Beamish South Moor	2,823
3	Belmont Nut	855
2	Braddyll's Screened Rough	320
1	Durham Main	260
119	Eden Main	33,043
1	Ellison Hartley Steam	140
1	Elm Park	214
4	Lambton Primrose	783
2	Lumley Primrose	620
1	Morrison's Hartley Steam	498
3	Pemberton & Co.'s Primrose	810
2	Stewart's Hartley Steam	426
1	South Moor Hartley, screened	285
5	Unscreened Usworth	1,305
10	White's Primrose	2,278
166		44,661
	SUNDERLAND WALLSEND:	
5	Acorn Close	1,009
1	Annfield	66
113	Belmont	36,710
458	Bryddyll's Hetton	137,248
3	Chartershaugh Peareth's	688
1	Durham's Steamboat	143
—	Elm Park	60

No. 1.—Amount of Supply, &c.—Seaborne, 1845—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND WALLSEND—*continued.*	
78	Finchale	14,847
1	Fullwell	249
8	Gibson's	1,853
198	Haswell	62,213
8	Hedley's	1,299
589	Hetton	171,318
26	Houghall	6,501
48	Hylton	14,696
81	Keepier	20,745
678	Lambton	207,349
34	Lumley	10,570
1	Mansfield	155
27	Morrison & Co.'s	7,856
4	North Durham	1,256
27	North Hetton Co.'s Lyons	6,917
132	Pemberton & Co.'s	37,152
1	Reade's	300
67	Richmond	17,415
271	Russell's Hetton	73,369
24	Scarborough's	7,280
7	Sherburn	1,674
3	Stewart's Sunderland	988
319	Stewart's Seaham	93,974
1	Stewart's Steam	318
1	Wear Hartley	120
1	West Durham	170
4	West Hylton	771
64	Whitwell	19,824
3,284		957,098
	STOCKTON AND HARTLEPOOL:	
4	Bitchburn Nut	996
1	Brancepeth Nut	208
1	Brown's Tees Hartley	132
1	Caradoc Splint	222
1	Castle Eden Nut	374
2	Cragwood Hartley Steam	440
2	Hunter's unscreened	440
1	Old Etherley	225
1	Richardson & Co's Lime	210
1	Sharp's Tanfield	265
1	South Tanfield	330
1	Stockton West Hartley	330
1	Tees Hetton Steam	190
1	Tees Nut	205
1	Tees Primrose	253
17	Trimdon High Main	3,750
161	W. E. Adelaide Tees	45,716
2	Auckland Park	420
77	Barrett's	19,331
10	Barrington's	2,747
2	Bentley's	332
26	Bitchburn	4,366
3	Bowburn	640
1	Bowdon Close	127
14	Brancepeth	2,411
125	Brown's Deanery	27,682
32	Byer's Green	7,523
127	Caradoc	39,971
1	Carter's Hartley	75
18	Cassop Hartlepool	3,410
6	Castle Eden	1,300
50	Coundon	12,580
4	Dennison	655
127	East Hetton	46,081
61	Eden Hartlepool	12,016
33	Evenwood	9,353
13	Fox's	3,155
5	Fox's Hartlepool	1,180
	Gibson's Butterknowle	120
71	Gordon	18,462

SHIPS.	QUALITY.	TONS.
	STOCKTON AND HARTLEPOOL—*continued.*	
114	W. E. Hartlepool	32,250
5	Hartlepool West Hartley Steamboat.	890
46	Harvey	14,129
3	Harvey and Thornley, mixed.	497
25	Hesleden	8,065
125	Heugh Hall	39,553
20	High Thornley	5,404
1	Hopper's	343
1	Hunter's	81
76	Hunwick	18,511
166	Kelloe	61,983
77	Leasingthorne	20,655
—	Low Beachburn	40
1	Ludworth Steamboat	166
51	Maclean's Tees	13,396
3	Merrington	508
2	Mown Meadows	405
66	Richardson's Tees	14,738
11	Roddy Moor	2,122
20	St. Helen's Tees	4,142
4	Sepping's	898
2	Seymour's Hartlepool	505
83	Seymour's Tees	22,952
47	Shotton	14,141
1	Smith's Tanfield Tees	250
4	South Coxhoe	1,103
104	South Durham	31,891
2	South Hartlepool	425
27	South Kelloe	6,647
1	South Willington	58
1	Stobart's Tees	150
184	Tees	45,979
21	Tees Hetton	5,885
15	Tennant's	4,459
27	The Duke's	6,219
39	Thornley	9,431
55	Trimdon	14,751
3	Victoria Tees	471
17	West Cornforth	3,093
5	West Hartlepool	1,544
36	West Hetton	9,541
93	West Tees	23,697
37	Whitworth Park	8,071
33	Witton Park	8,578
28	Woodifield	6,203
2,688		733,043
	YORKSHIRE:	
1	Allerton Main	64
21	Ardsley Main	1,827
5	Clay Cross	279
1	Darnley Main	570
1	East Gawber	90
3	Elsecar	372
4	Flockton	314
1	Garford and Micklefrid	342
9	Gawber Hall	774
14	Haigh Moor	1,099
2	Hoyland and Elsecar	123
6	Inland	133
10	Manston and Brown Moor	1,014
4	Newton Main	446
1	Park Gate	100
18	Robin Hood	1,669
3	Rothwell Haigh	291
36	Silkstone	4,607
20	Snapethorpe New Flockton	1,422
2	Stanley Main	198

No. 1.—Amount of Supply, &c.—Seaborne, 1845—*continued.*

SHIPS.	QUALITY.	TONS.
	YORKSHIRE—*continued.*	
10	Victoria	928
29	Wrenthorpe	1,642
79	W. E. Adelaide's Tees	12,407
158	Cliff's	17,086
3	Gordon	436
1	Holmes	62
12	Richardson's Tees	1,177
3	South Keloe	229
27	Stanley	3,294
33	Tees	3,241
23	Whitwood	2,507
540		58,743
	SCOTCH:	
25	Alloa	2,460
6	Clackmannan	1,428
1	Fordel Splint	200
1	Fordel Steam	262
1	Grangemouth	70
10	Greenwich Hospital West Hartley	463
27	Scotch	1,471
5	Townhill and Appin	1,330
2	W. E. Elgin	134
2	Inverkeithing	130
8	Wellwood	1,342
88		9,290
	WELCH:	
10	Anthracite	2,179
2	Benea	85
1	Bituminous	120
9	Cwm Avon	1,846
1	Eagle's Bush	40
9	Fiery Vein	1,598
6	Forest Graigola	1,764
7	Graigola	2,089
1	Graigola Steam	380
10	Landshipping	2,364
29	Lewis's Merthyr	8,048
55	Llangennech	15,542
108	Merthyr	30,332
10	Neath Abbey	2,859
2	Newport	210

SHIPS.	QUALITY.	TONS.
	WELCH—*continued.*	
1	Patent Fuel	105
28	Powell's Duffryn Steam	7,954
1	Primrose	213
18	Resolven Steam	2,680
6	St. George's	1,769
54	Stone	13,059
1	Swansea Smelting	355
2	Tredegar	370
371		95,961
	FROM SUNDRY PLACES:	
2	Cannel	150
1	Forest of Dean	185
1	Lancashire	10
1	Whitehaven	105
5		450
	SMALL COAL:	
1	Belmont, W. E.	165
2	Bewicke & Co.	441
–	Bitchburn	85
–	Brancepeth	53
2	Carr's Hartley	608
1	Clavering's W. E.	254
1	Coronation	63
1	Hartlepool Dust	120
2	Heaton W. E.	401
1	Lewis's Merthyr	212
1	North Hetton Co.'s	217
1	Old Etherley	290
1	Old Pontop	169
2	Powell's Duffryn	450
1	Resolven	158
4	Stewart's W. E.	978
1	Trimdon	420
1	Wortley	143
23		5,227
	CULM AND CINDERS:	
5	Culm	1,587
118	Cinders	24,721

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,661	Newcastle	885,799
1,699	Newcastle Wallsend	501,559
339	Blyth	85,181
166	Sunderland	44,661
3,284	Sunderland Wallsend	957,098
2,688	Stockton and Hartlepool	733,043
540	Yorkshire	58,743
88	Scotch	9,290
371	Welch	95,961
5	From Sundry Places	450
23	Small Coal	5,227
5	Culm	1,587
118	Cinders	24,721
11,987	Total, 1845	3,403,320

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1846.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
53	Adair's Main	21,408
4	Bate's West Hartley	1,441
3	Brandling Main	154
37	Buddle's West Hartley	13,284
2	Burnhope Hartley	667
4	Bute's Tanfield Moor	1,530
57	Carr's Hartley	20,482
12	Charlotte Main	3,789
49	Chester Main	16,313
9	Clavering's Tanfield	2,518
20	Coxlodge	2,560
107	Dean's Primrose	27,409
1	Derwent Hartley	307
1	Earsdon Main	439
3	East Pelaw	1,151
135	Eden Main	49,270
4	Eighton Moor	743
13	Ellison Main	3,039
10	Ellison Low Main	2,284
7	Elm Park	1,732
53	Felling Main	15,000
5	Fenham Hartley	1,468
6	Forest Main	1,354
9	Gateshead Park	2,191
12	Grace's Hartley	2,749
59	Hastings's Hartley	21,817
1	Hebburn Bensham Gas	328
1	Hebburn Main	84
4	Hedley's Beamish	1,370
4	Hedley's Hartley	1,124
127	Holywell Main	39,299
–	Hutt's Tanfield	42
9	Medomsley	3,188
13	Nelson's West Hartley	4,589
12	Newcastle Hartley Steam	3,330
1	New Pelton	378
105	New Tanfield	38,967
11	North Percy Hartley	3,261
8	North Pontop	3,121
1	North Wylam	434
18	Oakwellgate Main	3,196
40	Old Pontop	15,111
–	Old Tanfield	22
133	Orde's Redheugh	48,412
95	Original Tanfield	35,275
21	Original Windsor's Pontop	7,860
1	Oxcloses, unscreened	352
74	Pelaw Main	22,880
149	Pelton Main	60,895
16	Pontop Windsor's	4,716
8	Ravensworth's Pelaw	2,607
34	Ravensworth's West Hartley	9,679
7	Shaftoe's Hartley	2,416
107	Shipcote, unscreened	19,340
6	Smith's Pontop	1,947
1	South Derwent Hartley	53
75	South Pelaw	26,755
12	South Pontop	4,594
32	Stewart's Hartley Steam	11,984
47	Tanfield Moor	16,338
24	Taylor's West Hartley	8,166
1	Team Hartley	355
32	Towneley	10,838
29	Twizell Main	10,184
32	Usworth Main, unscreened	10,997
2	Walbottle Hartley	614
154	West Hartley Main	53,909
1	West Pelaw	286
5	West Pelton	1,826
33	West Wylam	10,509
12	Whitburn Main	1,635
20	Whitefield	7,054
2	Willington Hartley	610
36	Wood's Garesfield	13,577
71	Wylam Moor	26,586
2,302		766,192
NEWCASTLE—*continued.*		
NEWCASTLE WALLSEND:		
23	Acorn Close	6,271
1	Beaumont	232
25	Bell and Brown's	6,057
5	Bell's, Robson & Co.	930
4	Bensham	867
69	Bewicke & Co.'s	21,331
22	Brown's	7,043
1	Burnhope	159
1	Chester	355
15	Clark & Co.'s	4,678
5	Clennell's	1,732
1	Derwent	339
1	Dipton	151
1	Durham	201
10	Finchale	1,733
23	Gibson's	5,812
55	Gibson's and North Durham	14,785
56	Gosforth	16,024
16	Harton	4,096
43	Heaton	12,610
34	Hebburn	7,429
14	Hedley	3,342
80	Hilda	28,379
38	Hotspur's	13,366
1	Hunwick	127
209	Killingworth	45,960
4	Medomsley	1,101
34	Morrison & Co.'s	11,615
1	Mount Moor	190
10	Newmarch's	3,431
–	New Walker	10
42	Northumberland's	15,284
2	Norton	743
135	Pearth's, unscreened	46,773
8	Pearson's	2,000
4	Pott's & Co.	761
10	Ramsey's	2,887
47	Riddell's	13,936
1	Sefton's	325
11	South Derwent, Barnard's	3,429
2	South Derwent, Richardson's	523
70	Stewart's	24,831
1	Stewart's Steam	426
83	Urpeth	28,954
46	Walker	11,495
144	Wharncliffe	28,199
11	Willington	3,191
16	Wreckington	3,106
1,435		407,219
BLYTH:		
1	Blyth Main	243
85	Cowpen Hartley	22,219
61	Davison's West Hartley	15,547
121	Derwentwater's Hartley Steam	19,764

No. 1.—Amount of Supply, &c.—Seaborne, 1846—*continued.*

SHIPS.	QUALITY.	TONS.
	BLYTH—*continued.*	
16	Hartley	4,176
47	Howard's West Hartley Nethertton.	11,153
70	Sidney's Hartley	17,690
401		90,792
	SUNDERLAND:	
295	Eden Main	78,214
1	Harraton Steamboat	248
1	Hedley's Beamish So. Moor	37
2	Hetton Co.'s Nut	79
–	Lambton Nut	84
2	Lambton Primrose	490
3	Londonderry's Hartley	582
1	Londonderry's Nut	210
1	Lumley Steamboat	160
2	Morrison's Hartley, screened	910
1	Pemberton & Co.'s Primrose	288
1	Russell's Lyon's Hartley	219
1	Sacristan	361
1	Stewart's Hartley Steam	325
2	South Moor Hartley, screened	645
3	Usworth, unscreened	835
317		83,687
	SUNDERLAND WALLSEND:	
105	Belmont	32,226
451	Braddyll's Hetton	129,730
2	Durham's Steamboat	450
1	Elvet	150
64	Finchale	14,849
8	Gibson's	1,731
229	Haswell	72,409
1	Hedley's	265
444	Hetton	131,651
1	Hetton & Co.'s Lyon's	190
9	Houghall	1,974
4	Hylton	910
56	Keepier	13,305
524	Lambton	157,404
1	Lambton Steamboat	162
27	Lumley	8,076
7	Morrison & Co.'s	2,418
4	North Durham	1,089
24	North Hetton Co.'s Lyon's	5,132
69	Pemberton & Co.'s	19,820
14	Richmund	3,028
314	Russell's Hetton	87,537
3	Sacristan	640
1	Scarborough's	170
2	Shotton	560
1	Stewart's Sunderland	340
297	Stewart's Seaham	83,899
2	Thompson's	520
1	Wear Hartley	233
20	Wearmouth	5,512
99	Whitwell	30,995
2,785		807,375
	STOCKTON AND HARTLEPOOL:	
1	Castle Eden Nut	234
3	Chilton Hartley	395
1	Coundon Hartley Steam	154
16	Hartlepool West Hartley Steam	3,708

SHIPS.	QUALITY.	TONS.
	STOCKTON AND HARTLEPOOL—*continued.*	
2	Leasingthorne Hartley	416
–	Leasingthorne Nut	63
3	Low Reachburn	694
2	Shotton Main	485
2	South Tanfield Moor	560
3	Tees Hartley	820
1	Tees, W. E. Nut	220
5	Thrislington Main	787
21	Trindon Hartley Steam	4,224
9	Trindon High Main	1,702
4	Trindon Nut	952
2	West Cornforth Harteley	203
21	Whitworth Steam	3,988
149	W. E. Adelaide Tees	38,616
48	Barrett's	12,528
10	Bitchburn	1,635
1	Blackfield Tees	230
24	Brancepeth	6,355
72	Brown's Deanery	17,308
52	Byer's Green	12,310
57	Caradoc	15,999
28	Cassop Hartlepool	7,229
2	Castle Eden	410
1	Chilton	160
4	Clarence Tees	1,375
37	Coundon Tees	8,783
5	Cragwood Hartley	823
6	Dennison's	1,154
90	East Hetton	33,846
3	Eden Hartlepool	1,060
33	Gordon	8,248
119	Hartlepool	35,517
109	Harvey	33,304
83	Heugh Hall	25,335
6	High Thornley	1,344
7	Howden	2,149
4	Hudson's Hartlepool	1,302
54	Hunwick	11,912
113	Kelloe	42,598
63	Leasingthorne	15,558
19	Ludworth	3,510
12	Ludworth Steamboat	2,661
2	Maclean's Tees	715
7	Merrington	1,318
30	Pease's West	5,868
11	Plummer's	2,059
18	Richardson's Tees	3,916
14	St. Cuthbert's	2,121
13	St. Helen's Tees	2,756
3	Sepping's	600
95	Seymour's Tees	25,232
83	Shotton	23,841
111	South Durham	32,845
18	South Kelloe	4,355
3	Stobart's Tees	795
176	Tees	40,027
12	Tees Hetton	3,476
5	Tennant's	751
7	The Duke's	1,851
152	Thornley	39,795
31	Trindon	6,506
–	Trindon Harvey	106
1	Victoria Hartlepool	150
2	Victoria Tees	266
1	West Auckland	275
64	West Cornforth	13,711
12	West Hartlepool	4,339
19	West Hetton	4,927

No. 1.—Amount of Supply, &c.—Seaborne, 1846—*continued.*

SHIPS.	QUALITY.	TONS.
	Stockton and Hartlepool—*continued.*	
81	W. E. West Tees	18,487
46	Whitworth	10,495
14	Whitworth Park	3,430
1	Willington	162
1	Witton Park	245
7	Woodifield	1,737
2,347		620,011
	YORKSHIRE:	
4	Allerton Main	295
4	Elsecar	715
2	Flockton	152
18	Gawber Hall	2,207
11	Haigh Moor	313
9	Inland	219
1	Manston and Brouen Moor	177
3	Newton	254
3	Robin Hood	366
1	Rothwell Haigh	20
10	Silkstone	808
7	Snapethorpe New Flockton	476
8	Victoria	643
1	Whitworth Hartley	98
2	Worsbro' Park	210
16	Wrenthorpe	1,052
90	W. E. Adelaide Tees	10,966
57	Cliffs	5,001
2	St. Helen's Tees	151
1	Stanley	155
5	South Durham Tees	644
3	Tees	336
1	Whentworth	86
2	Whitwood	313
261		25,657
	SCOTCH:	
1	Alloa	385
1	Fordel Splint	135
19	Greenwich Hospital West Hartley.	939
1	Lochgelly Cannel	210
1	Parrot	210
2	Scotch	40
11	W. E. Wellwood	2,096
36		4,015
	WELCH:	
3	Anthracite	615
2	Blaendare	180
25	Blaengwawr	6,230
1	Brindewy	330

SHIPS.	QUALITY.	TONS.
	Welch—*continued.*	
6	Cameron Colebrook Steam	1,510
2	Cwm Avon	362
1	Cwm Frood	25
1	Emily Pit Vein	218
4	Fiery Vein	740
9	Forest Graigola	2,300
4	Graigola	1,282
5	Landshipping	1,652
24	Lewis's Merthyr	6,816
47	Llangennech	14,191
119	Merthyr	35,599
7	Neath Abbey	1,705
1	Newport	45
1	Porthmawr	200
24	Powell's Duffryn Steam	5,835
10	Resolven Steam	2,761
3	St. George's	803
57	Stone	13,571
3	Swansea and Neath Union Steam	705
3	Ton Mawr	790
2	Union Graigola Steam	546
364		99,011
	FROM SUNDRY PLACES:	
3	Cannel	211
	SMALL COAL:	
1	Blaengwawr	56
1	Buddle's West Hartley	371
–	Caradoc Hartlepool Duff	111
3	Castle Eden Duff	821
1	Coal Dust	322
3	Graigola	808
4	Gosforth W. E.	754
2	Harvey W. E.	375
10	Heaton W. E. Duff	3,571
1	Hetton Small and Duff	299
11	Lambton W. E.	3,125
1	Leasingthorne	266
15	Resolven	3,189
3	Riddell's W. E.	652
3	Stewart's W. E.	950
1	Whitburn Main	400
1	Whitefield Breeze	127
61		16,197
	CULM AND CINDERS:	
9	Culm	2,664
167	Cinders	30,724

No. 1.—Amount of Supply, &c.—Seaborne, 1846—*continued.*

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,302	Newcastle Main	766,192
1,435	Newcastle Wallsend	407,219
401	Blyth	90,792
317	Sunderland Main	83,687
2,875	Sunderland Wallsend	807,375
2,347	Stockton and Hartlepool	620,011
261	Yorkshire	25,657
36	Scotch	4,015
364	Welch	99,011
3	From Sundry Places	211
61	Small Coal	16,197
9	Culm	2,664
167	Cinders	30,724
10,488	Total, 1846	2,953,755

SEABORNE, 1847.

SHIPS.	QUALITY.	TONS.	SHIPS.	QUALITY.	TONS.
NEWCASTLE:			Newcastle—*continued.*		
47	Adair's Main	18,660	3	Oakwellgate Main	465
22	Bate's West Hartley	6,829	2	Old Pontop	884
73	Buddle's West Hartley	26,792	96	Orde's Redheugh	31,667
2	Burnhope Hartley	635	99	Original Tanfield	34,328
7	Bute's Tanfield Moor	2,356	3	Original Windsor's Pontop	953
60	Carr's Hartley	21,833	146	Peareth, unscreened	51,940
22	Charlotte Main	5,513	69	Pelaw Main	21,371
49	Chester Main	15,914	184	Pelton Main	70,368
21	Clavering's Tanfield	6,410	1	Pensher Main	235
1	Clennell's Main	333	11	Pontop	3,158
6	Corporation Main	1,060	8	Pontop Windsor's	2,562
4	Cowpen Hartley	1,423	1	Pott's & Co.'s Primrose	137
34	Coxlodge	4,399	25	Ravensworth's Pelaw	8,298
169	Dean's Primrose	41,517	60	Ravensworth's West Hartley	12,576
44	Dipton Tanfield	17,317	4	Shaftoe's Hartley	1,557
105	Eden Main	36,925	21	Shipcote, unscreened	5,280
7	Ellison Low Main	1,826	1	South Derwent Hartley	116
17	Elm Park	4,355	1	South Moor, unscreened	291
101	Felling Main	27,504	44	South Peareth	15,062
3	Fenham Hartley	828	92	South Pelaw	34,693
4	Forest Main	830	8	South Pontop	2,773
7	Grace's Hartley	1,813	1	South Wylam	315
97	Hasting's Hartley	34,204	1	Stanley Tanfield	169
5	Hebburn Bensham Nut	1,712	17	Stewart's Hartley Steam	6,212
1	Hedley's Beamish and W. E. mixed.	222	47	Tanfield Moor	16,767
			35	Towneley	12,489
2	Hedley's Hartley	614	57	Twizell Main	19,369
129	Holywell Main	44,467	10	Usworth Main, unscreened	3,497
3	Howard Main	505	1	Walbottle Hartley	349
4	Hutt's Tanfield Moor	1,399	3	Walker Primrose	429
1	Medomsley, unscreened	450	162	West Hartley Main	58,005
6	Morrison's Hartley Steam	1,766	43	West Peareth	14,041
9	Nelson's West Hartley	3,062	2	West Pelaw	944
5	Newcastle Hartley Steam	1,853	25	West Wylam	8,924
18	New Pelton Main	6,429	5	Whitburn Main	1,508
2	New Primrose	605	12	Whitefield	4,478
148	New Tanfield	52,700	63	Wood's Garesfield	16,410
7	North Pelaw	2,641	70	Wylam Moor	28,082
22	North Percy Hartley	6,779			
28	North Pontop	9,998	2,731		908,333
6	North Wylam	2,113			

No. 1.—Amount of Supply, &c.—Seaborne, 1847—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND:	
77	Acorn Close	18,827
24	Barnard's	5,777
39	Bell's and Brown's	9,863
8	Bells, Robson & Co.'s	1,520
2	Bensham	306
122	Bewicke & Co.'s	36,595
39	Brown's	11,111
9	Burnhope	2,081
21	Clark & Co.'s	6,474
17	Clennell's	5,613
1	Derwent	294
15	Framwellgate	2,841
9	Gibson's	2,208
103	Gosforth	30,874
30	Harton	8,556
57	Heaton	15,379
35	Hebburn	8,094
17	Hedley	5,375
25	Hedworth	6,014
3	Heworth	435
72	Hilda	24,633
39	Hotspur's	13,903
5	Keepier	1,339
194	Killingworth	38,488
1	Medomsley	336
51	Morrison & Co.'s	19,938
1	Newmarch's	326
54	Northumberland's	18,680
1	Norton	249
2	Norwood	407
6	Pearson's	1,226
9	Ramsey's	2,663
3	Richardson's	796
45	Riddell's	13,158
1	Sacristan	294
52	Stewart's	18,018
2	Sunderland	325
91	Urpeth	33,757
5	Waldridge	1,847
39	Walker	7,900
10	Washington	2,942
3	Watson's	1,040
160	Wharncliffe	30,885
9	Willington	2,287
1,508		412,674
	BLYTH:	
1	Blyth Main	79
85	Cowpen Hartley	20,885
1	Cowpen Main	201
76	Davison's West Hartley	18,808
19	Delaval Hartley	4,830
208	Derwentwater's Hartley Steam	30,303
88	Howard's West Hartley Netherton.	18,785
46	Sidney's Hartley	11,579
524		105,470
	SUNDERLAND:	
1	Beamish South Moor	325
1	Bell & Co.'s Nut	120
2	Belmont W. E. Nut	330
267	Eden Main	70,907
1	Elm Park	238
4	Harraton Main	1,084
2	Harraton Steam Boat	602
1	Haswell Nut	196
1	Hetton Nut	10

SHIPS.	QUALITY.	TONS.
	SUNDERLAND—*continued.*	
1	Londonderry Hartley	285
3	Lumley Main	1,007
1	Morrison's Hartley	446
2	New Tanfield	693
13	South Peareth	3,812
1	Stewart's Hartley Steam	315
301		80,370
	SUNDERLAND WALLSEND:	
50	Bell's	13,081
210	Belmont	63,504
425	Braddyll's Hetton	126,794
1	Burnhope	278
16	Crawford & Co.'s	4,966
1	Durham Steam Boat	11
5	Finchale	1,334
17	Framwellgate	3,604
112	Gibson's	23,569
4	Grange Lyon's	1,190
278	Haswell	89,143
557	Hetton	161,551
4	Hetton Co.'s Lyon's	766
64	Keepier	14,650
593	Lambton	173,883
38	Lumley	10,759
10	Morrison & Co.'s	2,957
17	Murton	3,564
5	North Durham	1,362
17	North Hetton Co.'s Lyon's	4,134
6	Pemberton & Co.'s	1,471
1	Pittington	180
37	Richmond	10,486
212	Russell's Hetton	58,551
2	Scarborough's	350
1	Sefton's	424
2	Shotton	578
287	Stewart's Seaham	80,842
1	Stewart's Steam	514
1	Stewart's Sunderland	365
4	Thompson's	1,248
115	Whitwell	32,351
3,093		888,460
	STOCKTON AND HARTLEPOOL:	
3	Bitchburn	1,285
13	Bowdon Close	3,698
61	Brancepeth	16,740
2	Byer's Green, unscreened	495
1	Chilton West Hartley	95
6	Counden Hartley Steam	1,165
1	Cragwood Hartley	140
1	Fox's Hartley	196
1	Hartlepool West Hartley Steam	206
3	Leasingthorne Hartley	581
1	Quarrington	206
4	Sepping's, unscreened	910
1	Shotton	190
1	Tees Tanfield	133
2	Thrislington Main	313
1	Thrislington West Hartley	190
3	Trimdon Harvey, unscreened	990
4	Whitworth Steam	1,154
161	W. E. Adelaide's Tees	37,760
1	Auckland Park	320
26	Barrett's	5,924
8	Barrington's	1,736
2	Brancepeth's	757
77	Brown's Deanery	17,760

(*continued.*)

No. 1.—Amount of Supply, &c.—Seaborne, 1847—*continued.*

SHIPS.	QUALITY.	TONS.
	Stockport and Hartlepool—*continued.*	
68	W. E. Byer's Green	16,043
65	Caradoc	16,365
1	Cassop	380
35	Cassop Hartlepool	9,957
1	Clavering's Tees	73
2	Cornforth	235
36	Coundon Tees	8,910
1	Cragwood Hartley	120
32	Denison's	6,133
120	East Hetton	45,518
2	Fox's	373
36	Gordon's	8,570
86	Hartlepool	24,710
18	Hartlepool West Hartley Steam Boat.	6,207
60	Harvey	13,489
72	Heugh Hall	22,092
91	High Thornley	25,367
1	Hopkins	140
9	Howden	1,897
81	Hudson's Hartlepool	25,117
20	Hunwick	4,472
103	Kelloe	38,720
54	Leasingthorne	16,397
6	Ludworth	897
14	Ludworth Steam Boat	3,171
2	Lyon's	530
7	Maclean's Tees	1,315
30	Merrington	5,167
5	North Tees	633
57	Pease's West	11,463
16	Richardson's Tees	13,741
15	St. Cuthbert	2,749
53	St. Helen's Tees	10,643
7	Sepping's	1,844
101	Seymour's Tees	25,686
85	Shotton	23,140
130	South Durham	38,280
56	South Kelloe	13,282
2	South Willington	532
2	Stobart's Tees	328
261	Tees	60,035
12	Tees Hetton	2,257
27	Tennant's	4,719
54	The Duke's	11,356
163	Thornley	42,007
1	Thrislington	92
1	Trimdon	420
3	Victoria Tees	548
74	West Cornforth	18,381
1	West Hartlepool	424
41	West Hetton	9,721
51	West Tees	10,763
100	Whitworth	22,707
1	Willington	401
7	Woodifield	1,328
2,807		722,789
	Yorkshire:	
2	Allerton Main	186
1	Barnsley	50
1	Brouen Moor	12
6	Elsecar	200
3	Flockton	228
20	Gawber Hall	3,288
21	Haigh Moor	1,063
12	Inland	288
27	Kippax	1,943
2	Lonsdale	230
2	Newton Main	90
4	Robin Hood	342
1	Rothwell Haigh	30
15	Silkstone	1,765
62	Snapethorpe New Flockton	4,838
6	Victoria	352
6	Whitwood	420
12	Wrenthorpe	888
9	W. E. Adelaide's Tees	974
58	Cliff's	5,230
2	Stanley	200
1	Tees	38
282		22,655
	Scotch:	
1	Alloa	26
1	Clackmannan	347
1	Dysart	135
2	Fordel Main Steam	646
1	Grangemouth	130
3	Lochgelly	228
5	Parrot	852
1	Scotch	2
3	Splint	355
1	Wellwood	191
1	W. E. Elgin	354
1	Greenwich Hospital	70
21		3,336
	Welch:	
8	Aberaman Steam	1,714
7	Aberaman Merthyr Steam	1,367
39	Blaengwawr Steam	8,664
1	Cameron Colebrook Steam	110
1	Coles Hill	93
2	Cwm Avon	63
1	Dinas House	130
4	Duffryn	711
3	Forest Graigola	815
5	Graigola	1,414
1	Gwendraeth Anthracite	100
5	Landshipping	1,065
20	Lewis's Merthyr	1,982
1	Llanelly Steam	50
31	Llangennech	8,628
123	Merthyr	30,937
3	Neath Abbey	887
1	Newport	78
2	Patent Fuel (Bell's)	170
18	Powell's Duffryn Steam	4,283
5	Resolven Steam	1,250
2	St. George's	546
73	Stone	17,142
2	Welch	143
358		84,782
	From sundry places:	
1	Cannel	25

No. 1.—Amount of Supply, &c.—Seaborne, 1847—*continued.*

SHIPS.	QUALITY.	TONS.
	SMALL COAL:	
1	Acorn Close W. E.	386
1	Bewicke & Co.'s Duff	214
3	Cannel	256
1	Carr's Hartley	227
2	Charlotte Main	550
1	Forest Graigola	240
7	Graigola	1,125
1	Harvey W. E.	240
2	Hastings Hartley	204
5	Heaton W. E. Duff	1,983
16	Hetton and Duff, mixed	4,240
2	Hudson's Hartlepool W. E.	597
21	Lambton W. E.	5,520
9	Resolven	1,807
1	South Peareth	222
27	Stewart's W. E.	4,807
6	Trimdon Duff	2,103
2	West Cornforth	520
108		25,241
	CULM AND CINDERS:	
3	Culm	654
174	Cinders	24,631

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,731	Newcastle Main	908,333
1,508	Newcastle Wallsend	413,674
524	Blyth	105,470
301	Sunderland Main	80,370
3,093	Sunderland Wallsend	888,460
2,807	Stockton and Hartlepool	722,789
282	Yorkshire	22,655
21	Scotch	3,336
358	Welch	84,782
1	From Sundry Places	25
108	Small Coal	25,241
3	Culm	654
174	Cinders	24,631
11,911	Total, 1847	3,280,420

SEABORNE, 1848.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
9	Adair's Main	3,271
58	Bate's West Hartley	18,716
1	Bean	217
62	Buddle's West Hartley	24,234
27	Bute's Tanfield Moor	10,179
54	Carr's Hartley	19,786
20	Charlotte Main	4,053
43	Chester Main	13,997
27	Coxlodge	4,572
171	Dean's Primrose	43,874
1	Derwent Hartley	360
11	Dipton Tanfield	4,209
23	East Adair's Main	7,721
96	Eden Main	33,603
38	Elm Park	8,916
134	Felling Main	38,555
9	Fenham Hartley	2,859
1	Garesfield	180
104	Hastings Hartley	37,831
8	Hedley's Hartley	2,344
121	Holywell Main	47,755
3	Howard Main	963
1	Jarrow Low Main	159
4	Londonderry Hartley	1,561
1	Marley Hill	328
4	Nelson's West Hartley	1,598
2	Nettlesworth, unscreened	590
8	Newcastle Hartley Steam	1,754
83	New Pelton Main	29,898
108	New Tanfield	40,613
54	North Percy Hartley	16,733
22	North Pontop	8,533
109	Orde's Redheugh	38,500
37	Original Tanfield	12,853
3	Original Windsor's Pontop	860
128	Peareth, unscreened	46,400
59	Pelaw Main	18,866
189	Pelton Main	73,750
16	Pontop	4,550
17	Pontop Windsor's	6,365
2	Ramsay's Cannel	530
44	Ravensworth's Pelaw	15,769
11	Ravensworth's West Hartley	3,691
6	Richardson's Hartley	1,547

(*continued*)

No. 1.—Amount of Supply, &c.—Seaborne, 1848—*continued*.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE—*continued*.	
12	Smith's Pontop	4,398
1	South Derwent Hartley	265
3	South Killingworth	947
89	South Peareth	35,843
62	South Pelaw	23,136
10	South Pontop	3,708
3	South Tanfield	1,219
15	Stewart's Hartley	4,899
4	Tanfield Lea	1,675
52	Tanfield Moor	18,839
–	Team	84
45	Towneley	15,996
3	Vernon's Steam	586
2	Walbottle Hartley	614
53	Walker Primrose	8,776
119	West Hartley Main	41,855
20	West Peareth	7,419
26	West Wylam	10,022
8	Whitefield	3,175
3	Willington Hartley	354
142	Wood's Garesfield	48,144
64	Wylam Moor	26,187
2,665		911,784
	NEWCASTLE WALLSEND:	
59	Acorn Close	15,246
2	Barnard's	359
26	Bell & Brown's	6,615
3	Bell's, Robson & Co.	570
5	Bensham	1,037
110	Bewicke & Co.	27,056
52	Brown's	15,932
12	Clark & Co.'s	3,607
5	Clennell's	1,709
44	Derwent	10,844
6	Eden	1,388
8	Framwellgate	1,646
32	Gibson's	7,185
121	Gosforth	37,580
60	Harton	19,460
47	Heaton	12,737
9	Hebburn	1,443
47	Hedley's	14,598
9	Hedworth	2,373
58	Hilda	20,101
51	Hotspur's	18,075
30	Jonassohn's	7,752
218	Killingworth	42,044
1	Mickley	381
54	Morrison & Co.'s	17,514
1	Mulgrave	164
1	Nett'esworth	310
52	Northumberland's	18,145
31	Norwood	5,424
27	Percy Bensham	6,735
14	Ramsay's	3,318
6	Richardson's	1,663
66	Riddell's	19,681
43	Stewart's	14,655
9	Stewart's Steam	3,466
107	Urpeth	41,313
5	Waldridge	1,767
62	Walker	11,508
53	Washington	13,210
158	Wharncliffe	33,889
4	Willington	847
1,708		463,347

SHIPS.	QUALITY.	TONS.
	BLYTH:	
1	Blyth Main	201
78	Cowpen Hartley	19,959
70	Davison's West Hartley	17,756
202	Derwentwater's Hartley Steam	32,239
41	Hartley	11,984
77	Howard's West Hartley Netherton	19,952
49	Sidney's Hartley	13,155
518		115,246
	SUNDERLAND:	
1	Beamish South Moor	380
–	Belmont W. E. Nut	66
327	Eden Main	93,405
3	Harraton Main	825
6	Hetton Nut	559
1	Jonassohn's Hartley	150
140	Lambton Primrose Main	37,705
2	Londonderry Hartley	477
1	Moorsley Main	245
1	Morrison's Hartley Steam	447
2	New Tanfield	844
2	Nicholson's Main	389
1	North Durham	121
1	South Moor Hartley	455
2	South Peareth	562
2	Steam Boat W. E. Nut	195
1	Stewart's Hartley	170
493		136,995
	SUNDERLAND WALLSEND:	
120	Bell's	28,810
199	Belmont	59,903
275	Bradyll's Hetton	80,748
2	Burnhope	609
1	Durham Steam Boat	318
95	Framwellgate	19,727
67	Gibson's	14,289
13	Grange Lyon's	3,441
285	Haswell	93,771
1	Hedley's	335
581	Hetton	171,513
21	Hetton Co.'s Lyon's	4,421
8	Jonassohn's	2,274
48	Keepier	11,371
466	Lambton	143,113
17	Lumley	4,747
12	Morrison & Co.'s	3,267
16	Murton	3,018
2	North Durham	219
1	North Hetton Co.'s Lyon's	175
1	Reade's	175
1	Richardson's	159
12	Richmund	3,362
264	Russell's Hetton	68,064
2	Scarborough's	245
281	Stewart's Seaham	73,592
3	Stewart's Steam	1,447
1	Washington	177
2	Wearmouth	550
100	Whitwell	30,225
2,897		824,065

No. 1.—Amount of Supply, &c.—Seaborne, 1848—*continued.*

SHIPS.	QUALITY.	TONS.
	STOCKTON AND HARTLEPOOL:	
–	Barrett's Nut	80
3	Bitchburn	1,232
11	Bowden Close	3,420
48	Brancepeth	13,284
3	Chilton West Hartley	468
3	Coundon Hartley Steam	468
–	Cragwood Hartley	6
1	Hartlepool West Hartley	795
9	Leasingthorne Hartley	1,604
3	Ludworth Gas	995
1	Sepping's unscreened	175
1	Tees Hartley Steam	137
3	Tees Tanfield	858
2	West Cornforth Splint	265
2	Whitworth, unscreened	381
141	W. E. Adelaide's Tees	34,371
7	Barrett's	1,698
1	Beckwith's	300
30	Benson's	6,874
2	Bitchburn	645
2	Brancepeth	740
11	Braddyll's Hetton	3,679
48	Brown's Deanery	10,664
44	Byer's Green	10,062
143	Caradoc	40,885
6	Castle Eden	1,601
50	Cassop Hartlepool	16,271
5	Clavering's Tees	1,198
29	Coundon Tees	6,820
1	Coxhoe	190
58	Denison's	11,831
57	East Hetton	20,994
2	Eden Hartlepool	493
1	Evelyn's	165
5	Gordon	1,125
104	Hartlepool	26,654
13	Hartlepool West Hartley, Steam-boat	5,079
142	Harvey	32,172
4	Haswell	1,280
197	Heugh Hall	56,004
14	High Thornley	4,780
1	Howden	127
132	Hudson's Hartlepool	38,372
33	Hunwick	7,767
164	Kelloe	61,911
159	Leasingthorne	37,282
2	Ludworth	465
2	Ludworth Steam-boat	565
7	Lyon's	1,128
2	Merrington	165
4	North Hartlepool	1,237
1	North Tees	110
40	Pease's West	8,462
1	Quarrington	215
61	Richardson's Tees	13,563
13	St. Cuthbert's	2,512
40	St. Helen's Tees	8,614
103	Seymour	27,505
132	Shotton	35,674
104	South Durham	31,245
59	South Hartlepool	16,441
37	South Kelloe	6,972
3	South Willington	955
3	Stobart's Tees	560
239	Tees	59,156
7	Tees Hetton	2,147
1	Tees Tanfield	230
33	Tennant's	5,648
133	Thornley	31,464
44	Trimdon	12,903
1	Victoria Tees	180
121	West Cornforth	28,953
3,046		797,895

SHIPS.	QUALITY.	TONS.
	STOCKTON AND HARTLEPOOL—*continued.*	
53	W. E. West Hetton	11,770
12	West Tees	2,118
68	Whitworth	16,468
1	Willington	150
23	Woodifield	4,128
3,046		797,895
	YORKSHIRE:	
1	Albert	80
7	Allerton Main	677
1	Darley Main	122
3	Elsecar	127
2	Flockton	159
29	Gawber Hall	3,097
23	Haigh Moor	1,088
32	Inland	1,644
3	Kippar	223
10	Newmarket	773
–	Newton Main	150
4	Outwood	227
14	Robin Hood	1,289
18	Silkstone	1,308
53	Snapethorpe New Flockton	3,923
8	Victoria	478
1	Warran House	74
13	Whitwood	1,015
1	Worsbro' Park	118
10	Wrenthorpe	660
2	W. E. Albert's	287
29	Cliff's	2,700
3	Holme's	78
2	Rothwell Haigh	257
272		20,554
	WELCH:	
5	Aberaman Merthyr	890
2	Anthracite	155
1	Bedweis	140
20	Blaengwawr Steam	5,342
2	Brydewy	356
5	Cameron's Colebrook Steam	1,112
1	Cwm Avon	100
1	Dyffryn	40
3	Ebby Vale	625
8	Emily Pit Vein	1,385
7	Graigola	1,993
1	Gwendraeth	132
5	Landshipping	1,280
49	Lewis's Merthyr	12,338
27	Llangennech	7,502
116	Merthyr	34,413
2	Merthyr Vale Steam	618
5	Neath Abbey	1,837
4	Nixon's Merthyr Steam	1,531
5	Parson's Graigola	1,225
29	Powell's Duffryn Steam	5,932
8	Resolven Steam	1,184
81	Stone	18,571
2	Weigh Fach	245
389		98,946

(*continued*)

No. 1.—Amount of Supply, &c.—Seaborne, 1848—*continued.*

SHIPS.	QUALITY.	TONS.
	SCOTCH:	
8	Alloa	1,012
1	Dysart	120
3	Fordel Splint	308
3	Grangemouth	546
2	Halbeath	722
6	Parrot	1,006
7	Scotch	175
4	Splint	526
1	Tranent	84
1	Townhill and Whitefield	90
1	Wemyss	97
13	W. E. Elgin	3,785
50		8,471
	FROM SUNDRY PLACES:	
2	Cannel	103

SHIPS.	QUALITY.	TONS.
	SMALL COAL:	
1	Adelaide	270
2	Brown's W. E.	534
89	Hetton and Duff mixed	23,310
5	Lambton W. E.	326
15	Rainton	2,775
2	Resolven	261
5	Small and Dust	220
1	Smith's	92
1	South Durham	210
1	Swansea	115
1	Tees W. E.	410
4	Wearmouth	815
127		29,338
	CULM AND CINDERS:	
6	Culm	1,623
94	Cinders	9,973

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,665	Newcastle	911,784
1,708	Newcastle Wallsend	463,347
518	Blyth	115,246
493	Sunderland	136,995
2,897	Sunderland Wallsend	824,065
3,046	Stockton and Hartlepool	797,895
272	Yorkshire	20,554
389	Welch	98,946
50	Scotch	8,471
2	From Sundry Places	103
127	Small Coal	29,338
6	Culm	1,623
94	Cinders	9,973
12,267	Total, 1848	3,418,340

SEABORNE, 1849.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
48	Bate's West Hartley	16,161
1	Bean	341
96	Buddle's West Hartley	37,158
40	Bute's Tanfield Moor	15,963
99	Carr's Hartley	35,745
6	Charlotte Main	1,369
58	Chester Main	19,253
35	Coxlodge	5,644
197	Dean's Primrose	54,799
43	East Adair's Main	15,402
3	East Wylam	863
116	Eden Main	38,953
32	Elm Park	5,975
84	Felling Main	23,849
9	Fenham Hartley	3,478
1	Forest Main	219

SHIPS.	QUALITY.	TONS.
	Newcastle—*continued.*	
11	Garesfield	1,925
44	Hasting's Hartley	16,331
8	Hedley's Hartley	2,474
118	Holywell Main	44,128
4	Jonassohn's Hartley	865
1	Marley Hill	450
2	Morpeth's Hartley	267
1	Nettlesworth, unscreened	201
6	Newcastle Hartley Steam	1,403
108	New Pelton Main	44,079
86	New Tanfield	30,886
49	North Percy Hartley	15,457
1	North Tanfield	328
2	Norwood, unscreened	593
21	Old Tanfield	8,325
1	Old Windsor's Pontop	87

No. 1.—Amount of Supply, &c.—Seaborne, 1849—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE—*continued.*	
93	Orde's Redheugh	31,061
15	Original Tanfield	5,371
11	Original Windsor's Pontop	3,976
142	Peareath, unscreened	49,156
85	Pelaw Main	23,229
157	Pelton Main	59,390
27	Pontop, Windsor's	8,639
1	Ramsay's Cannel	412
1	Ramsay's Garesfield	360
58	Ravensworth Pelaw	21,015
101	Ravensworth's West Hartley	30,958
6	Smith's Pontop	2,249
1	Southern's Garesfield	84
2	South Elm Park	428
4	South Killingworth	1,130
117	South Peareth	49,016
29	South Pelaw	9,773
3	South Pontop	1,165
11	South Tanfield	4,469
1	South Wylam	288
2	Stewart's Hartley	725
31	Tanfield Lea	11,082
59	Tanfield Moor	22,332
31	Towneley	11,907
1	Usworth Main	371
57	Walker Primrose	10,260
2	West Adair's Main	691
147	West Hartley Main	53,039
10	West Wylam	3,791
24	Whitefield	9,463
1	Willington Hartley	402
130	Wood's Garesfield	43,268
67	Wylam Moor	26,781
2,758		939,942
	NEWCASTLE WALLSEND:	
68	Acorn Close	12,792
1	Barnard's	315
6	Bell's and Brown's	1,249
18	Bensham	3,894
1	Benton	145
67	Bewicke & Craster's	13,661
67	Brown's	20,347
1	Burraton	212
10	Burraton Killingworth	2,973
3	Carville	1,143
6	Clarke & Co.'s	1,806
8	Clennel's	2,694
15	Derwent	2,343
94	Eden	23,802
9	Framwellgate	1,723
73	Gibson's (Nettlesworth)	18,830
12	Gibson's (Sacristan)	3,665
106	Gosforth	34,070
41	Harton	13,628
56	Heaton	15,849
25	Hebburn	4,397
67	Hedley's	19,633
6	Hedworth	1,599
1	Hendon	209
75	Hilda	23,881
43	Hotspur's	15,411
50	Hutton	15,344
41	Jonassohn's	11,306
111	Killingworth	19,323
92	Morrison & Co.'s	22,395
1	Mount Moor	212
12	Nettlesworth	3,333
1	North Durham, unscreened	230
69	Northumberland's	24,539

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND:	
1	Norwood	344
19	Original Gibson's	6,152
1	Penshir	373
51	Percy	9,899
28	Percy Bensham	6,768
24	Ramsay's	7,166
59	Riddell's	17,279
3	Sefton's	866
2	South Killingworth	593
47	Stewart's	16,003
7	Stewart's Steam	2,674
113	Urpeth	39,925
1	Waldridge	400
60	Walker	9,508
17	Washington	4,332
3	West Keepier	961
94	Wharncliffe	22,474
1	Whitworth	58
1,787		482,728
	BLYTH:	
1	Bromhill Hartley Steam	135
66	Cowpen Hartley	17,288
26	Davison's West Hartley	6,643
191	Derwentwater's Hartley Steam	29,699
66	Hartley	18,914
37	Howard's West Hartley Netherton	9,885
48	Sidney's Hartley	12,661
435		95,225
	SUNDERLAND:	
1	Beamish South Moor	325
524	Eden Main	138,430
1	Gibson's Nettlesworth	169
1	Harraton Main	320
1	Hetton Hartley Main	37
3	Hetton Nut	611
3	Jonassohn's Hartley	333
177	Lambton Primrose Main	44,126
3	Lumley Steam	725
1	Morpeth's Hartley	275
1	Nettlesworth, Gibson's	159
1	Nicholson's Main	196
1	North Durham	150
3	South Peareth	626
1	Stewart's Hartley Steam	572
1	Stewart's Steam	424
1	Washington West Hartley Main	175
1	Wearmouth, unscreened	318
3	Whitwell, unscreened	603
728		188,574
	SUNDERLAND WALLSEND:	
1	Acorn Close	84
140	Bell's	35,950
124	Belmont	36,591
237	Braddyll's Hetton	62,858
1	Broomside	195
1	Durham Steam-boat	229
40	Framwellgate	9,587
11	Gibson's (Nettlesworth)	2,335
8	Gibson's (Sacristan)	1,727
1	Harraton	293
247	Haswell	83,592
1	Haswell Steam boat	137
499	Hetton	139,880
57	Hetton Co.'s Lyon's	11,737

(*continued*)

No. 1.—Amount of Supply, &c.—Seaborne, 1849—*continued.*

SHIPS.	QUALITY.	TONS.
	SUNDERLAND WALLSEND—*continued.*	
3	Hutton	900
40	Jonassohn's	6,281
20	Keepier	4,570
402	Lambton	126,216
1	Londonderry's Steam-boat	424
87	Lumley	22,533
3	Morrison & Co.'s	778
1	Nettlesworth	180
7	Nettlesworth, Gibson's	1,984
2	North Durham	400
11	North Hetton Co.'s Lyon's	2,911
4	Old Duck's	297
2	Original Gibson's	724
13	Pemberton's	3,144
1	Richardson's	120
217	Russell's Hetton	56,689
312	Stewart's	81,236
2	Stewart's Steam	550
147	Whitwell	43,608
2,643		738,740
	STOCKTON, MIDDLESBRO', HARTLEPOOL, &c.:	
1	Barrington, unscreened	79
2	Bithburn, unscreened	482
10	Brancepeth	2,121
1	Chilton, West Hartley	137
1	Coundon Hartley Steam	63
1	East Hetton Nut	245
1	Merrington, unscreened	155
2	Pease's West, unscreened	625
1	Trimdon	120
1	Wellington W. E. Nut	140
6	Westerton Hartley Steam	1,314
1	Woodifield, unscreened	160
170	W. E. Adelaide's Tees	40,778
2	Barrett's	440
16	Benson's	3,570
17	Bishop's Tees	4,237
6	Bitchburn	1,432
66	Braddyll's Hetton	24,521
27	Brown's Deanery	6,197
17	Byer's Green	3,191
129	Caradoc	39,533
46	Cassop Hartlepool	14,760
34	Clavering's Tees	6,243
1	Consett's Tees	265
49	Coundon	11,803
68	Denison's	14,438
8	East Hetton	3,134
107	Hartlepool	28,753
7	Hartlepool W. Hartley Steam-boat.	2,450
159	Harvey	38,014
26	Haswell	8,547
13	Hesleden	3,702
153	Heugh Hall	48,811
2	Hopkins	560
24	Howdon	6,633
27	Hudson's Hartlepool	6,818
29	Hunwick	6,009
30	Kelloe	49,671
1	Leasingthorne	7,472
3	Ludworth Steam-boat	335
16	Lyon's	465
1	Maclean's Tees	3,419
11	Martin & Co.'s	191
6	Milbank's	2,307
	North Hartlepool	1,794

SHIPS.	QUALITY.	TONS.
	STOCKTON, MIDDLESBRO', HARTLEPOOL, &c.—*continued.*	
1	W. E. Old Etherley	148
5	Old Norwood	747
47	Pease's West	8,817
26	Plummer's	6,256
51	Richardson's Tees	9,549
79	St. Helen's Tees	16,671
86	Seymour's Tees	22,267
37	Shotton	10,505
99	South Durham	28,878
125	South Hartlepool	36,821
46	South Kelloe	10,214
5	South Willington	1,010
5	Stobart's Tees	1,253
328	Tees	77,085
9	Tennant's	1,528
78	Thornley	19,918
30	Trindon	9,546
1	Victoria Tees	190
30	West Belmont	7,072
105	West Cornforth	23,793
11	West Hartlepool	2,028
80	West Hetton	19,226
1	West Kelloe	320
11	West Tees	2,370
2	Whitfield	330
93	Whitworth	25,926
31	Witton Park	6,037
4	Witton Park Tees	818
13	Woodifield	3,556
2,872		749,568
	YORKSHIRE, &c.:	
3	Allerton Main	183
8	Cliffe	499
1	Darley Main	320
1	Flockton	69
42	Gawber Hall	4,368
2	Gawthorp	283
14	Haigh Moor	984
37	Inland	734
1	Lonsdale	60
2	New Gawber	120
1	New Market	60
10	Robin Hood	994
2	Silkstone	196
129	Snapethorpe New Flockton	13,440
3	Stavely	310
10	Victoria	537
1	Whitwood	91
1	Worsbro' Park	41
5	Wrenthorpe	541
2	W. E. Backhouse's Tees	125
16	Cliff's	1,624
19	Devonshire	1,978
310		32,580
	SCOTCH:	
6	Alloa	1,062
2	Clackmannan	289
1	Glasgow Splint	120
1	Grangemouth	249
1	Lochgelly	127
2	Lesmahago Parrot	190
3	Parrot	469
3	Scotch	774
3	Splint	453

No. 1.—Amount of Supply, &c.—Seaborne, 1849—*continued.*

SHIPS.	QUALITY.	TONS.
	Scotch—*continued.*	
2	Townhill and Whitefield	160
1	Wellwood	52
3	W. E. Elgin	702
1	Townhill, screened	320
30		4,509
	WELCH:	
3	Aberaman Merthyr Steam	573
4	Anthracite	981
5	Birch Grove Graigola	1,075
3	Blayne	620
1	Brynddwey	410
1	Cromfrood	300
3	Cwmgarnant	663
2	Cwmhanty Grose	501
1	Dinas House	45
1	Ebber Vale	120
1	Fiery Vein	130
1	Gohynn's	120
6	Graigola	1,481
5	Landshipping	664
10	Lewis's Merthyr Steam	2,813
34	Llangennech	7,527
134	Merthyr	36,770
7	Neath Abbey	2,115
44	Nixon's Merthyr Steam	11,901
2	Park End Block	414
5	Parson's Graigola	1,028
31	Powell's Duffryn Steam	5,748
9	Resolven Steam	2,034
1	Risca	436
—	Rock Vein	97
70	Stone	14,306
5	Union Graigola Steam	1,169
389		94,041
	LIVERPOOL:	
2	Cannel	140
1	Wigan	376
3		516
	SMALL COAL:	
1	Carr's Hartley	113
47	Hetton and Duff, mixed	10,905
2	Rainton	556
1	Ravensworth's West Hartley	169
2	Small	53
3	South Hetton	861
1	South Peareth	302
3	Thornley	455
3	Wearmouth W. E.	924
63		14,328
	CULM AND CINDERS:	
6	Culm	1,173
50	Cinders	5,906

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,758	Newcastle Coal	939,942
1,787	Newcastle Wallsend	482,728
435	Blyth	95,225
728	Sunderland Coal	188,574
2,643	Sunderland Wallsend	738,740
2,872	Stockton, Middlesbro', &c.	749,568
310	Yorkshire	23,896
30	Scotch	4,509
389	Welch	94,041
3	Liverpool	516
63	Small Coal	14,328
6	Culm	1,173
50	Cinders	5,906
12,074	Total 1849	3,339,146

No. 1.—Amount of Supply; showing each Coal District from which it is derived, &c.—*continued.*

SEABORNE, 1850.

SHIPS.	QUALITY.	TONS.
NEWCASTLE:		
31	Bates's West Hartley	11,585
1	Baxter's West Hartley	327
24	Bell's Primrose	9,984
1	Blaydon Burn	445
1	Brandling Main	188
74	Buddle's West Hartley	28,858
69	Bute's Tanfield Moor	27,270
98	Carr's Hartley	37,801
58	Chester Main	20,001
13	Clavering's New Tanfield	4,524
1	Cowan's Cannel	296
3	Cowpen Hartley	1,075
22	Coxlodge	3,612
2	Coxon's West Hartley	683
11	Cresswell Main	3,669
22	Davison's West Hartley	6,560
1	Davison's West Hartley Nut	185
182	Dean's Primrose	52,994
37	East Adair's Main	13,591
3	East Keepier, unscreened	1,119
1	East Tanfield	400
1	East Wylam	417
104	Eden Main	36,439
1	Edmondsley, unscreened	254
5	Eighton Moor, unscreened	735
37	Elm Park	6,917
95	Felling Main	26,712
4	Fenham Hartley	1,525
1	Forest Main	285
26	Garesfield	3,270
1	Hartley	325
24	Hasting's Hartley	9,590
3	Heaton Hartley Steam	467
4	Hebburn Main	386
4	Hedley's Hartley	1,397
1	Hedley's West Hartley	318
137	Holywell Main	44,965
6	Jonassohn's Hartley	1,173
5	Morpeth's Hartley	1,748
1	Newcastle Hartley Steam	217
4	New Chester Main	1,095
168	New Pelton Main	72,683
24	New Tanfield	8,096
65	North Percy Hartley	21,290
5	Norwood, unscreened	1,327
11	Old Tanfield	4,012
1	Old Walker	233
15	Ord's Main	3,683
38	Orde's Redheugh	12,075
10	Original Windsor's Pontop	3,943
1	Original Windsor's Pontop, ex Cresswell Colliery.	288
202	Peareth, unscreened	68,368
162	Pelaw Main	52,321
69	Pelton Main	25,901
18	Pontop Windsor's	5,831
1	Pott's & Co.'s Primrose	140
1	Ramsay's Adair's Main	166
10	Ramsay's Garesfield	2,703
72	Ravensworth Pelaw	25,637
112	Ravensworth's West Hartley	33,350
2	Redheugh Main	259
2	South Holywell	170
119	South Peareth	46,613
56	South Pelaw	20,591
2	South Tanfield	710
1	Tanfield Lea	433
64	Tanfield Moor	24,473
23	Towneley	8,048
48	Walker Primrose	8,428
2	Washington, unscreened	895
24	Washington Hutton Seam, unscreened.	9,904
1	West Adair's Main	359
115	West Hartley Main	41,728
6	West Pelton	1,837
17	West Wylam	6,301
35	Whitefield	13,282
161	Wood's Garesfield	55,119
83	Wylam Moor	32,607
2,865		977,206
	NEWCASTLE WALLSEND:	
83	Acorn Close	17,606
6	Baxter's	1,712
15	Bell's and Brown's	3,171
14	Bensham	2,669
125	Bewicke and Craster's	30,204
4	Bowman's	739
33	Brown's	10,518
23	Burraton Killingworth	6,957
2	Clark & Co.'s	736
3	Clennell's	1,100
14	Cresswell	3,677
1	East Keepier	318
100	Eden	26,236
45	Gibson's (Nettlesworth)	14,228
130	Gosforth	44,024
77	Harton	25,386
35	Heaton	11,200
9	Hebburn	1,481
42	Hedley's	13,335
1	Hedworth	288
53	Hilda	16,727
38	Hotspur	13,717
29	Hutton	9,976
15	Jonassohn's	4,407
1	Keepier	381
1	Kibblesworth	270
43	Killingworth	6,102
17	Lawson's	4,414
1	Mickley	400
46	Morrison & Co.'s	12,182
1	New Waldridge	376
65	Northumberland's	24,119
1	Old Duck's	153
98	Original Gibson's	25,826
30	Percy	6,367
35	Ramsay's	11,055
90	Riddell's	27,864
2	Sefton's	624
7	South Eden	1,853
2	South Heaton	720
40	Stewart's	13,574
–	Stewart's Steam	42
33	Urpeth	12,205
1	Waldridge	209
73	Walker	11,411
7	Washington	1,755
1	West Keepier	288
92	Wharncliffe	22,686
1	Whitworth	424
1,585		445,712

No. 1.—Amount of Supply, &c.—Seaborne, 1850—*continued.*

SHIPS.	QUALITY.	TONS.
BLYTH:		
17	Begbie Hartley	3,838
1	Cowpen Main	111
50	Cowpen Hartley	12,794
18	Davison's West Hartley	4,949
1	Derwentwater's Hartley Bean	166
189	Derwentwater's Hartley Steam	32,598
113	Hartley	33,114
38	Howard's West Hartley Netherton.	9,748
55	Sidney's Hartley	15,237
482		112,555
SUNDERLAND:		
2	Beamish South Moor, unscreened	386
1	Bell's Hartley	298
1	Bell's W. E. Nut	140
1	Belmont Hartley Steam	135
2	Coxon's West Hartley	704
595	Eden Main	158,163
1	Edmondsley, unscreened	310
1	Harraton Main	125
13	Hetton Nut	2,831
1	Hetton West Hartley	143
3	Jonassohn's Hartley	798
99	Lambton Primrose Main	24,255
1	Pelton Main	450
2	Rainton Nut	455
9	South Peareth	3,676
1	Whitwell, unscreened	315
1	Wood's Garesfield	339
734		193,523
SUNDERLAND WALLSEND:		
77	Bell's	21,618
156	Belmont	49,032
223	Braddyll's Hetton	61,311
8	East Keepier	1,860
4	Gibson's (Nettlesworth)	1,127
5	Gibson's (Sacristan)	1,401
1	Harraton	260
253	Haswell	87,330
440	Hetton	117,943
10	Hetton Co.'s Lyon's	952
1	Hutton	127
25	Jonassohn's	5,994
8	Keepier	1,764
100	Keepier Grange	24,944
519	Lambton	161,653
17	Lawson's	3,523
1	Londonderry Steam-boat	373
134	Lumley	36,613
4	Nettlesworth's Gibson's	1,055
15	North Hetton Co.'s Lyon's	3,258
5	Original Gibson's	1,416
16	Pemberton's	4,506
108	Richmund	24,966
325	Russell's Hetton	81,706
77	Scarborough's	18,831
275	Stewart's	64,086
1	Stewart's Steam	477
2	Sunderland	550
3	Wearmouth	299
1	Wear Steam	196
4	Wellington	1,092
98	Whitwell	28,977
2,916		809,240

SHIPS.	QUALITY.	TONS.
STOCKTON, MIDDLESBRO', HARTLEPOOL, &c.:		
3	Bishop's Primrose	843
19	Brancepeth	3,720
1	Byer's Green, unscreened	168
1	Chilton Hartley Steam	81
2	Hartlepool West Hartley Steam	675
1	Low Beachburn	230
1	Pease's West Nut	268
2	Stobart's Cannel	302
1	Trundon Grange, unscreened	117
1	Westerton Hartley Steam	180
2	Whitworth, unscreened	511
1	Witton Park Hartley	135
2	W. E. Abbey	428
161	Adelaide Tees	36,727
15	Backhouse's	3,265
2	Barrington's	555
24	Bentley's	5,004
1	Bitchburn	267
92	Braddyll's Hetton	34,737
6	Brancepeth	1,378
36	Brown's Deanery	7,916
18	Byer's Green	3,716
168	Caradoc	53,975
29	Cassop Hartlepool	9,551
15	Clavering's Tees	2,937
21	Cleveland Tees	4,754
50	Coundon	12,728
56	Denison's	12,785
1	East Hetton	52
3	Fox's Hartlepool	774
6	Gordon	884
111	Hartlepool	29,778
1	Hartlepool West Hartley Steam-boat.	250
134	Harvey	34,343
109	Haswell	34,583
40	Hesleden	10,498
151	Heugh Hall	47,722
41	Howden	9,324
30	Hunwick	6,348
244	Kelloe	88,581
2	Lyon's, unscreened	311
131	Maclean's Tees	29,565
6	North Hartlepool	1,660
53	Pease's West	13,030
2	Plummer's	390
28	Richardson's Tees	6,132
17	Richmund	6,342
6	St. Cuthbert's	1,500
37	St. Helen's Tees	7,567
10	Seymour's Hartlepool	2,083
81	Seymour's Tees	21,085
98	South Durham	26,885
159	South Hartlepool	42,832
3	South Howden	622
92	South Kelloe	24,956
2	South Wellington	335
2	Stobart's Tees	619
335	Tees	86,024
1	Tennant's	170
1	Thistle Flat	255
78	Thornley	20,078
26	Vernon's Tees	6,620
15	West Belmont	3,772
122	West Cornforth	26,945
15	West Hartlepool	2,696
38	West Hetton	9,478
50	West Kelloe	10,836
20	West Tees	4,343

No. 1.—Amount of Supply, &c.—Seaborne, 1850—*continued.*

SHIPS.	QUALITY.	TONS.
	Stockton, Middlesbro', Hartlepool, &c.—*cont^d.*	
10	Whitfield	2,026
102	Whitworth	32,249
74	Witton Park	14,041
2	Woodifield	665
3,220		867,192
	Yorkshire, &c.:	
3	Charlesworth	220
20	Cliffe	1,273
1	Coed Talon	89
1	Cold Nut	190
2	Darley Main	243
1	Darley Main and Elsecar	103
1	Elsecar	218
1	Flockton	84
40	Gawber Hall	3,895
1	Gawthorp	108
2	Haigh Moor	82
5	Hoyland and Elsecar	290
35	Inland	938
1	Keepier	70
1	Manston	120
12	New Gawber	400
5	Newton	329
2	Pemberton Steam	338
52	Snapethorpe New Flockton	3,940
2	Staveley	193
9	Victoria	729
1	Yorkshire Hard Steam	317
56	W. E. Cliffs	4,615
254		18,784
	Scotch:	
2	Alloa	508
1	Bourtreehill Steam	126
1	Cannel Gas	183
1	Clackmannan	220
1	Fordel Main	121
1	Grangemouth	120
2	Kilmarnock Steam	465
8	Knightswood Gas	1,509
1	Lesmahago Gas	215
3	Parrot	461
14	Scotch	1,110
1	W. E. Townhill Elgin	306
36		5,344
	Welch:	
4	Aberaman	818
4	Abercarne and Groythen Steam	531
2	Aberdare Steam	280
4	Anthracite	1,110

SHIPS.	QUALITY.	TONS.
	Welch:	
21	Birch Grove Graigola	4,595
3	Brynddwey	840
7	Crosfield's Merthyr and Gadly's Steam.	1,965
2	Cromfrood	260
4	Ebbw Vale	910
3	Graigola	582
8	Lanshipping	1,845
32	Llangennech	7,522
1	Lydney	109
88	Merthyr	25,385
1	Merthyr Vale Steam	92
8	Neath Abbey	1,788
4	Newport Steam	966
40	Nixon's Merthyr Steam	9,148
5	Parson's Abbey Graigola	953
34	Powell's Duffryn Steam	7,898
6	Powell's Duffryn and Merthyr Steam.	1,855
10	Resolven Steam	2,878
1	Rock Vein Steam	127
69	Stone	15,757
4	Union Graigola Steam	937
4	Welch	423
369		89,574
	Liverpool:	
7	Ince Hall Cannel	2,435
8	Orrell Cannel	1,593
15		4,028
	Small Coal:	
2	Carr's Hartley	288
3	Harton W. E.	664
42	Hetton and Duff, mixed	12,120
4	Killingworth	1,249
3	Lambton W. E.	486
—	Rainton	120
6	Small Coal	290
2	South Hetton	514
6	Thornley	1,255
9	Wearmouth	2,551
5	Wharncliffe	1,143
1	Wylam Moor	106
93		20,786
	Culm and Cinders:	
12	Culm	2,936
62	Cinders	6,424

RECAPITULATION.

No. 1.—Amount of Supply, &c.—Seaborne, 1850—*continued.*

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,865	Newcastle Main	977,206
1,585	Newcastle Wallsend	445,712
482	Blyth	112,555
734	Sunderland Main	193,523
2,916	Sunderland Wallsend	809,240
3,220	Stockton, Middlesbro', &c.	867,192
254	Yorkshire, &c.	18,784
36	Scotch	5,344
369	Welch	89,574
15	Liverpool	4,028
83	Small Coal	20,786
12	Culm	2,936
62	Cinders	6,424
12,633	Total, 1850	3,553,304

SEABORNE, 1851.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
6	Allerdean Main	1,036
1	Allerdean Hartley	241
46	Bates's West Hartley	15,939
2	Baxter's West Hartley	485
3	Begbie Hartley	388
1	Blaydon Burn	222
2	Bowman's Hartley	329
90	Buddle's West Hartley	35,257
3	Burdis's West Hartley	936
11	Burnhope	4,241
55	Bute's Tanfield Moor	21,297
97	Carr's Hartley	37,100
51	Chester Main	17,414
8	Clavering's New Tanfield	2,887
3	Cowen's Cannel	966
8	Cowen's Garesfield	2,140
9	Coxlodge	1,432
–	Cresswell Main	25
30	Davison's West Hartley	9,794
134	Dean's Primrose	36,597
15	East Adair's Main	5,281
72	Eden Main	23,478
39	Eighton Moor, unscreened	7,983
19	Elm Park	3,446
79	Felling Main	20,458
24	Garesfield	3,333
2	Gateshead Garesfield	428
1	Guildford's Windsor's Pontop	113
1	Hartley	431
20	Hasting's Hartley	7,513
1	Heaton Hartley Steam	238
2	Hedley's Hartley Steam	645
121	Holywell Main	42,211
63	Howard's West Hartley Netherton	21,594
2	Hutt's Garesfield	300
1	Jonassohn's Hartley	318
1	Kibblesworth	365
2	Londonderry's Primrose	453
18	Longridge's West Hartley	5,875
1	Medomsley Gas	360
1	Morpeth's Hartley	112
17	Newcastle Hartley Steam	3,591
6	New Chester Main	1,230
104	New Pelton Main	41,947
	Newcastle—*continued.*	
65	New Tanfield	20,622
48	North Percy Hartley	15,417
1	Norwood, unscreened	307
15	Ord's Main	3,468
9	Original Windsor's Pontop	3,026
210	Peareth, unscreened	69,919
193	Pelaw Main	57,228
73	Pelton Main	27,980
1	Pontop	445
13	Pontop Windsor's	3,895
1	Primrose, unscreened	318
1	Ramsay's Adair's Main	222
7	Ramsay's Garesfield	2,218
64	Ravensworth Pelaw	21,121
70	Ravensworth's West Hartley	24,219
50	Redheugh Main	6,054
1	South Dean's Primrose	238
48	South Peareth	18,293
60	South Pelaw	20,449
10	Tanfield Lea	3,796
52	Tanfield Moor	20,171
28	Towneley	6,405
4	Tyne Main	897
38	Walker Primrose	6,983
118	Washington Hutton Seam Gas	49,230
55	West Hartley Main	19,507
1	West Hartley Nut	31
1	West Pelaw	413
1	West Pelton	368
35	West Wylam	3,831
37	Whitefield	13,955
171	Wood's Garesfield	55,634
78	Wylam Moor	31,218
2,731		888,307
	NEWCASTLE WALLSEND:	
84	Acorn Close	18,598
1	Baxter's	308
1	Bayley's	339
15	Bell's and Brown's	3,074
9	Bensham	1,990

No. 1—Amount of Supply, &c.—Seaborne, 1851—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE WALLSEND—*continued.*	
28	Bewicke and Craster's	7,530
42	Brown's	12,657
1	Bevenhope	400
3	Clark & Co.'s	961
4	Clennell's	1,304
4	Cresswell	1,276
1	East Keepier	180
70	Eden	18,552
71	Gibson's	17,997
133	Gosforth	42,147
79	Harton	25,399
15	Heaton	4,665
26	Hebburn	3,676
48	Hedley's	14,870
50	Hilda	14,985
19	Hotspur	4,550
4	Hutton	1,323
1	Hutton Seam	392
2	Jonassohn's	182
4	Keepier	939
1	Keepier Grange	291
3	Killingworth	242
25	Lawson's	6,705
79	Leverson's	31,793
3	Medomsley	901
37	Morrison & Co.'s	8,494
1	New Belmont	355
91	Northumberland's	33,350
10	Original Gibson's	2,627
79	Pensher	19,383
2	Prudhoe	590
43	Ramsay's	13,263
84	Riddell's	22,713
1	Shotley	243
20	South Eden	5,479
12	Stewart's	3,873
1	Victoria	210
1	Waldridge Bean	219
79	Walker	12,375
24	West Durham	5,114
64	Wharncliffe	14,447
3	Wharton's	731
3	Whitwell	666
1,381		382,358
	BLYTH:	
1	Broomhill Hartley	193
59	Cowpen Hartley	14,440
1	Derwentwater's Hartley Bean	140
180	Derwentwater's Hartley Steam	32,357
79	Hartley	25,115
33	Howard's West Hartley Netherton	8,191
2	Longridge's Hartley	442
46	Sidney's Hartley	12,282
401		93,160
	SUNDERLAND:	
1	Beamish South Moor, unscreened	326
1	Belmont Main	433
1	Clavering's New Tanfield	498
12	Hetton Nut	2,535
7	Hetton West Hartley	1,457
6	Jonassohn's Hartley Steam	1,610

SHIPS.	QUALITY.	TONS.
	SUNDERLAND—*continued.*	
100	Lambton Primrose Main	21,290
1	Nettlesworth Gibson's, unscreened	180
4	South Peareth	1,372
1	Whitwell Primrose	115
134		29,816
	SUNDERLAND WALLSEND:	
60	Bell's	15,376
127	Belmont	39,760
48	Braddyll's Hetton	16,216
1	Burnhope	178
1	Durham's Steamboat	100
9	East Keepier	1,896
1	Eden	201
10	Gibson's	2,372
249	Haswell	86,615
—	Haswell Steamboat	42
437	Hetton	121,581
7	Hetton Co.'s Lyon's	610
1	Hetton and Lyon's, mixed	206
6	Jonassohn's	1,612
21	Keepier	5,225
127	Keepier Grange	33,743
392	Lambton	126,636
10	Lambton and Primrose, mixed	2,785
34	Lawson's	7,737
18	Leverson's	6,497
78	Lumley	20,554
1	Nettlesworth, unscreened	195
5	Nettlesworth, Gibson's	1,022
1	Original Gibson's	265
2	Pemberton's	349
13	Pensher	3,423
6	Ridley's	1,542
1	Sacristan Gibson's	144
59	Scarborough's	15,571
2	Sunderland	615
6	Wellington	2,060
2	West Durham	502
69	Whitwell	17,284
1,804		532,914
	SEAHAM:	
482	Eden Main	123,794
202	W. E. Braddyll's Hetton	51,837
8	North Hetton Co.'s Lyon's	1,948
97	Richmund	21,970
338	Russell's Hetton	83,642
345	Stewart's	84,540
1,472		367,731
	STOCKTON, MIDDLESBRO', HARTLEPOOL, &c.:	
3	Backhouse's Hartley	680
1	Bowden Close	79
12	Brancepeth	2,639
1	Cassop Nut	80
1	Chilton Hartley Steam	330
3	Gordon Gas	752
26	Hartlepool West Hartley Steam	8,186
1	Harvey Tanfield	270
1	Ludworth Main	163
1	Nut	174
1	South Durham Splint	76
2	Stobart's Tees Hartley	400
1	Tees Hartley	96

No. 1.—Amount of Supply, &c.—Seaborne, 1851—*continued.*

SHIPS.	QUALITY.	TONS.
	Stockton, Middlesbro', Hartlepool, &c.—*cont^d.*	
1	Whitfield	50
2	Whitworth, unscreened	410
44	W. E. Abbey	10,760
148	Adelaide Tees	34,277
73	Backhouse's	15,472
8	Barrett's	2,185
9	Bentley's	1,620
17	Bowdon Close, unscreened	6,094
51	Braddyll's Hetton	18,836
30	Brown's Deanery	5,179
1	Byer's Green	150
108	Caradoc	29,552
45	Cassop	12,577
13	Clavering's Tees	2,453
21	Cleveland Tees	5,325
4	Coundon	713
54	Denison's	11,480
4	Gordon	971
112	Hartlepool	31,614
1	Hartlepool and Thornley	146
137	Harvey	29,164
4	Harvey Wylam, unscreened	877
65	Haswell	19,438
26	Hesleden	6,400
127	Heugh Hall	40,774
41	Howden	10,407
11	Hunwick	2,283
210	Kelloe	74,674
130	Maclean's Tees	28,710
3	Middlesbro'	435
1	Newfield	75
–	New Tees	20
14	North Hartlepool	4,423
9	Norwood	1,848
2	Old Norwood	474
55	Pease's West	13,688
26	Plummer's	7,528
1	Plummer's & Shotton	170
26	Richardson's Tees	6,184
1	Rodridge	265
22	St. Cuthbert	5,402
20	St. Helen's Tees	4,735
1	Sepping's	95
2	Seymour's Hartlepool	317
58	Seymour's Tees	12,907
10	Shotton	2,496
85	South Durham	23,734
171	South Hartlepool	49,605
93	South Kelloe	27,632
8	South Stewart's	1,734
1	Stobart's Tees	140
274	Tees	67,495
138	Thornley	35,360
5	Victoria Tees	773
6	West Belmont	1,775
108	West Cornforth	23,655
26	West Hartlepool	6,284
3	West Hetton	951
51	West Kelloe	11,254
6	West Tees	1,190
27	Whitwell	6,184
153	Whitworth	47,108
53	Witton Park	10,221
3,010		792,623
	YORKSHIRE, &c.:	
1	Barnsley	55
2	Charlesworth Bottom Boat	137
1	Cliffe	81
2	Darley Main	60

SHIPS.	QUALITY.	TONS.
	Yorkshire—*continued.*	
1	Elsecar	47
40	Gawber Hall	4,315
1	Haigh Moor	75
3	Hoyland Steam	173
2	Kippax West Main	106
2	New Gawber	51
57	Newmarket	4,123
11	Newton Main	855
1	Old Park Gate	60
7	Robin Hood	395
1	Rothwell Haigh	53
3	Silkstone	268
1	Snapethorpe New Flockton	65
47	Sundries	678
6	Victoria	692
6	West Riding Main	633
1	Worsbro' Park Steam	100
22	W. E. Cliffs	1,145
1	Garforth	170
219		14,337
	SCOTCH:	
3	Alloa	327
2	Barton's Hill Cannel	443
1	Blackhall and Boaghead Parrot	78
17	Boaghead Parrot	3,747
–	Cuttlehill Main Splint	28
1	Donibristle Splint Steam	223
1	Edgehead and Blackbraes Parrot	108
1	Edgehead Gas	164
1	Fordel	260
1	Gilmerton	234
1	Halbeath Splint Steam	33
1	Hill of Beath	146
1	Kinneil Parrot	182
19	Knightswood Gas	3,694
8	Lesmahagow Gas	1,297
2	Lochgelly Cannel	166
3	Lochgelly Parrot	393
1	Lochgelly Splint	144
2	Mothill Parrot	235
1	Scotch	104
1	Skaterigg Cannel	78
1	Townhill screened Steam	229
3	W. E. Elgin	402
72		12,715
	WELCH:	
1	Aberaman Merthyr	213
13	Anthracite	3,376
13	Birch Grove Graigola	3,434
2	Blaengwawr Steam	334
1	Brynddwey	305
4	Bynea Steam	933
3	Ebbw Vale Steam	685
1	Gellia Steam	221
1	Gwythen Charcoal Vein	150
7	Landshipping	1,485
28	Llangennech	7,616
2	Machen's Steam	277
130	Merthyr	35,518
1	Merthyr and Gadly's Steam	212
7	Neath Abbey	1,605
41	Nixon's Merthyr Steam	11,929
1	Parson's Abbey Graigola	270
41	Powell's Duffryn Steam	10,830
17	Resolven Steam	4,714

No. 1.—Amount of Supply, &c.—Seaborne, 1851—*continued.*

SHIPS.	QUALITY.	TONS.
	WELCH—*continued.*	
1	Risca Steam	200
68	Stone	16,108
1	Wayne's Merthyr	390
3	Welch	198
387		101,003
	LIVERPOOL:	
1	Kirkless Hall Cannel	110
4	Wigan Cannel	215
5		325
	SMALL COAL:	
1	Caradoc Hartlepool W. E.	225
2	Castle Eden	622
1	Clark & Co.'s	285
4	Harton W. E.	672
1	Harvey	245
1	Hastings Hartley Main	106
17	Hetton	5,480
13	Hunwick W. E.	2,731
1	Lambton W. E.	38
1	South Hetton	90
1	South Kelloe	60
4	Thornley	872
1	West Hetton	34
1	Wharncliffe	217
49		11,677
	CULM AND CINDERS:	
11	Culm	1,922
89	Cinders	7,654

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,731	Newcastle	888,307
1,381	Newcastle Wallsend	382,358
401	Blyth	93,160
134	Sunderland	29,816
1,804	Sunderland Wallsend	532,914
1,472	Seaham	367,731
3,010	Stockton, Middlesbro', &c.	792,623
219	Yorkshire, &c.	14,337
72	Scotch	12,715
387	Welch	101,003
5	Liverpool	325
49	Small Coal	11,677
11	Culm	1,922
89	Cinders	7,654
11,765	Total, 1851	3,236,542

SEABORNE, 1852.

SHIPS.	QUALITY.	TONS.
	NEWCASTLE:	
1	Allerdean Main	262
87	Bates's West Hartley	31,124
69	Buddle's West Hartley	26,325
5	Burdis's West Hartley	1,269
38	Burnhope	14,140
58	Bute's Tanfield Moor	22,888
49	Carr's Hartley	18,960
48	Chester Main	16,773
3	Cookson's Hartley	1,098
5	Cowen's Cannel	1,690
65	Cowen's Garesfield	18,039
32	Coxlodge	4,618
17	Davison's West Hartley	6,004
193	Dean's Primrose	51,399
4	Earsdon West Hartley	1,530
1	East Adair's Main	278
8	Eden Gas	2,622
57	Eden Main	17,195
43	Eighton Moor, unscreened	10,172
10	Elm Park	2,011
54	Felling Main	14,888
11	Garesfield	2,561
2	Gateshead Garesfield	400
48	Hasting's Hartley	17,241
2	Hedley's West Hartley	604
107	Holywell Main	41,512
41	Howard's West Hartley Netherton	16,042
8	Hutt's Garesfield	2,439
10	Jonassohn's Hartley	3,084
12	Leverson Main	5,362
29	Longridge's West Hartley	8,499
18	Marley Hill	8,224
4	Medomsley Gas	1,647
10	Newcastle Hartley Steam	1,990

No. 1.—Amount of Supply, &c.—Seaborne, 1852—*continued.*

SHIPS.	QUALITY.	TONS.
	NEWCASTLE—*continued.*	
178	New Pelton Main	73,219
100	New Tanfield	33,060
59	North Percy Hartley	19,704
1	Norwood	222
5	Ord's Main	1,090
1	Original Windsor's Pontop	106
171	Peareth, unscreened	57,038
209	Pelaw Main	59,053
81	Pelton Main	29,583
12	Pontop, Windsor's	3,343
2	Portland West Hartley Main	863
1	Primrose, screened	159
3	Rainton Bean	351
17	Ramsay's Cannel	6,785
18	Ramsay's Garesfield	5,302
99	Ravensworth Pelaw	29,449
88	Ravensworth's West Hartley	32,403
67	Redheugh Main	7,206
22	Ridley's Belmont	4,775
2	South Holywell	106
18	South Peareth	6,752
23	South Pelaw	6,918
8	Stewart's Hartley Steam	2,540
62	Tanfield Moor	22,354
40	Towneley	11,250
13	Tyne Main	3,399
20	Walker Primrose	3,931
5	Wallsend	1,108
115	Washington Hutton Seam Gas	46,722
78	West Hartley Main	28,900
22	West Pelton	8,097
56	West Wylam	5,840
23	Whitefield	9,147
3	Whitridge West Hartley	930
19	Willington Hartley	3,027
144	Wood's Garesfield	47,722
62	Wylam Moor	25,744
2,996		971,088
	NEWCASTLE WALLSEND:	
50	Acorn Close	12,130
7	Bell's and Brown's	1,257
1	Bensham	277
37	Brown's	11,566
1	Burnhope	405
4	Byker	679
3	Clark & Co.'s	926
3	Clennell's	1,135
6	Durham	1,575
3	East Keepier	623
16	Eden	4,069
2	Edmondsley	380
58	Gibson's	14,693
112	Gosforth	35,521
134	Harton	42,217
39	Heason	11,488
35	Hebburn	6,159
63	Hedley's	17,432
20	Hotspur	5,176
16	Johnson's	2,949
4	Jonassohn's	1,216
1	Keepier	304
3	Keepier Grange	606
15	Killingworth East	5,679
50	Lawson's	14,510
98	Leverson's	36,582
6	Medomsley	1,177
60	Morrison's	12,355
73	Northumberland's	26,148
20	Northumberland East	6,038
1	North Durham	294
21	Pensher	4,454
1	Prudhoe	280
37	Ramsay's	12,936
80	Riddell's	23,825
4	Ridley's	1,057
3	Stanley	772
23	Stewart's	6,427
59	Walker	9,949
130	West Durham	31,712
3	West Edmondsley	781
4	West Harton	934
36	Wharncliffe	8,137
2	Wharton's	641
1	Whitwell	205
1,345		377,676
	BLYTH:	
36	Cowpen Hartley	8,859
132	Derwentwater's Hartley Steam	23,709
8	Hartley	2,761
20	Howard's West Hartley Netherton	4,919
17	Sidney's Hartley	4,613
55	Smith's West Hartley	9,134
268		53,995
	SUNDERLAND:	
11	Eden Main	3,597
1	Edon Main	237
19	Hetton Co.'s Lyon's Main	3,159
12	Hetton Nut	2,117
6	Hetton West Hartley	1,752
2	Lambton W. E. Nut	287
101	Lambton Primrose Main	22,903
1	North Hetton Nut	230
1	Sherburn Primrose	300
2	South Peareth	802
2	Stewart's Hartley Steam	558
1	Wallsend Nut	355
1	Whitwell Nut	400
1	Whitwell Steam	290
1	Wood's Garesfield	583
162		37,570
	SUNDERLAND WALLSEND:	
56	Bell's	15,201
172	Belmont	51,272
39	Braddyll's	13,675
1	East Keepier	196
4	Eden	1,174
4	Gibson's	938
214	Haswell	70,453
1	Haswell and Easington	300
396	Hetton	109,473
1	Hetton and Lyon's mixed	193
6	Hetton Co.'s Lyon's	919
31	Keepier	7,503
162	Keepier Grange	42,525
390	Lambton	126,692
29	Lambton and Primrose Main, mixed.	6,297
14	Lawson's	3,451
1	Leamside	280
2	Leverson's	299

No. 1.—Amount of Supply, &c.—Seaborne, 1852—*continued.*

SHIP.	QUALITY.	TONS.
	SUNDERLAND WALLSEND—*continued.*	
50	Lumley	14,274
1	Nettlesworth, Gibson's	258
2	Original Gibson's	640
76	Pensher	19,787
1	Plummer's	116
1	Richmund	220
6	Ridley's	1,710
9	Sacristan Gibson's	2,402
37	Scarborough's	9,960
26	Sherburn	6,466
2	Stewart's	656
4	Wearmouth	1,029
38	Whitwell	7,313
1,749		515,672
	SEAHAM:	
494	Eden Main	124,878
1	North Hetton Nut	230
1	Stewart's Hartley	200
180	W. E. Braddyll's Hetton	45,686
4	Meadow's	811
17	North Hetton & Co.'s Lyon's	3,523
55	Richmund	12,118
378	Russell's Hetton	93,523
2	Seaton	475
351	Stewart's	85,666
1,483		367,110
	STOCKTON AND MIDDLESBRO':	
7	Stobart's Tees Hartley	1,713
1	Tees Tanfield	630
3	Witton Park Steam	474
51	W. E. Adelaide Tees	10,865
28	Brown's Deanery	6,020
15	Clavering's Tees	2,937
35	Cleveland Tees	7,353
26	Gordon	5,074
4	Heugh Hall	786
2	Little Chilton	76
11	Maclean's Tees	2,326
1	Newfield	220
1	North Bitchburn	260
1	Norwood	195
131	Pease's West	34,535
38	Richardson's Tees	8,466
27	St. Helen's Tees	6,304
32	Seymour's Tees	5,369
61	South Durham	17,266
163	Tees	37,705
1	Victoria Tees	190
2	West Tees	413
16	Witton Park	2,659
55	Woodhouse Close	12,828
712		164,664
	HARTLEPOOL AND WEST HARTLEPOOL:	
1	Abbey Gas	150
23	Bowdon Close	8,614
27	Brancepeth	5,411
2	Byer's Green W. E. Nut	220
1	Classop Nut	40
1	Castle Eden	380
4	Clarence Main	1,465
38	Harvey Wylam, unscreened	10,245
1	Hartlepool Pelaw	190
40	Hartlepool West Hartley Steam	13,725

SHIPS.	QUALITY.	TONS.
	HARTLEPOOL AND WEST HARTLEPOOL—*continued.*	
7	Howden Main	873
1	Ludworth Main	190
1	North Tees, unscreened	192
1	South Kelloe	30
1	Tees Nut	112
1	Whitworth Hartley	140
1	Wood's Hartley Steam	165
27	W. E. Abbey	6,379
77	Backhouse's	17,034
1	Bentley's	180
13	Bowdon Close	4,284
89	Braddyll's Hetton	29,413
1	Byer's Green	110
131	Caradoc	37,397
187	Cassop	48,774
1	Clarence	230
24	Denison's	5,321
5	Fowler's Hartlepool	1,345
120	Hartlepool	36,281
1	Hartlepool Clarence	195
25	Hartlepool Hetton	7,197
6	Hartlepool and Thornley, mixed.	1,172
148	Harvey	33,425
7	Harvey Wylam	1,703
4	Haswell	1,275
108	Heugh Hall	32,504
46	Howden	9,570
19	Hunwick	5,158
1	Hutton Hartlepool	224
172	Kelloe	64,691
29	North Hartlepool	9,269
13	North Hetton Kelloe	2,968
4	North Tees	868
66	Plummer's	16,600
7	Richmund	2,055
36	St. Cuthbert	9,654
3	Seymour's Hartlepool	638
20	Sherburn	4,391
72	Shottory	16,525
168	South Hartlepool	54,213
115	South Kelloe	35,810
94	Tees	28,139
13	Tennant's	3,885
142	Thornley	37,836
3	Trimdon Hartlepool	400
16	West Belmont	4,475
32	West Cornforth	7,512
16	West Hartlepool	3,673
2	West Hetton	220
70	West Kelloe	15,356
34	Whitwell	7,236
136	Whitworth	46,948
2,455		694,675
	YORKSHIRE, &c.:	
7	Allerton and Preston Steam	482
2	Charlesworth	83
2	Cliffe	69
2	Elsecar	119
2	Flockton	160
46	Gawber Hall	4,783
1	Haigh Moor	71
1	Kilnhurst	65
4	Lowther and Preston Main	246
1	New Gawber	56
54	New Market	3,724
24	Newton Main	1,971
6	Robin Hood	410
14	Silkstone	1,140
63	Sundries	1,988

No. 1.—Amount of Supply, &c.—Seaborne, 1852—*continued.*

SHIPS.	QUALITY.	TONS.
	YORKSHIRE, &c.—*continued.*	
18	Victoria	2,458
8	West Riding Main	631
2	Whitwood Hartley	138
1	Wrenthorpe	90
14	W. E. Cliffe	493
272		19,177
	SCOTCH:	
1	Airdrie Hill Steam	450
2	Alloa	317
1	Balgonie	138
6	Barton's Hill Cannel	1,151
27	Boghead Parrot	4,219
1	Clackmannan Steam	321
3	Cowdenbeath Gas	537
1	Dundonald Hartley	100
1	Knightswood Gas	115
3	Lesmahagow Gas	807
10	Lochgelly Parrot	1,613
1	Scotch	700
4	Townhill screened Steam	520
1	Troon Steam	420
1	W. E. Elgin	171
63		11,579
	WELCH:	
3	Aberaman Merthyr	896
4	Aberdare Steam	554
1	Anthracite	300
1	Atkinson's Merthyr Steam	220
3	Binea Steam	660
11	Birch Grove Graigola	2,771
3	Blaengwawr Steam	425
1	Cadorton	210
1	Cwmaman Steam	100
1	Graigola	212
9	Landshipping	2,171
27	Llangennech	6,830
89	Merthyr	26,204
5	Morfa	704
7	Neath Abbey	1,982
56	Nixon's Merthyr	14,134
1	Parson's Abbey Graigola	265
42	Powell's Duffryn Steam	10,630
9	Resolven	2,268
7	Sgyborwen Merthyr	1,661
96	Stone	22,171
1	Tyllwyd Steam	150
12	Wayne's Merthyr	3,803
5	Welch	322
395		99,643
	LIVERPOOL:	
1	Hawkley Hall Cannel	120
	SMALL COAL:	
3	Cassop	435
1	Castle Eden	260
1	Charlaw	23
1	Cramlington	376
1	Delaval W. E.	320
4	Harton	746
1	Haswell	390
14	Hetton	4,101
16	Hunwick W. E.	2,155
2	Keepier	409
1	Kelloe	250
1	Lambton W. E.	270
4	Rainton	558
1	Rodridge	165
1	Shotton	420
1	South Hetton	160
1	Wearmouth	430
1	Whitwell	210
1	Wingate Grange	420
56		12,098
	CULM AND CINDERS:	
4	Culm	928
74	Cinders	4,433

RECAPITULATION.

SHIPS.	QUALITY.	TONS.
2,996	Newcastle	971,088
1,345	Newcastle Wallsend	377,676
268	Blyth	53,995
162	Sunderland	37,570
1,749	Sunderland Wallsend	515,672
1,483	Seaham	367,110
712	Stockton and Middlesbro'	164,664
2,455	Hartlepool and West Hartlepool	694,675
272	Yorkshire	19,177
63	Scotch	11,579
395	Welch	99,643
1	Liverpool	120
56	Small Coal	12,098
4	Culm	928
74	Cinders	4,433
12,035	TOTAL, 1852	3,330,428

6 April 1853. (signed) *J. R. Scott*, Clerk and Registrar of the Coalmarket.

Appendix, No. 2.

No. 2.—Amount of Supply, showing each Coal District from whence it is derived, and the Amount from each.

GRAND JUNCTION CANAL.

1831 to 1851.	Tons.	Cwt.
1831	10,742	0
1832	6,905	5
1833	4,395	10
1834	1,862	0
1835	1,004	10
1836	1,199	5
1837	2,324	0
1838	1,686	5
1839	12,933	0
1840	22,188	10
1841	33,594	15
1842	31,519	0
1843	34,593	15
1844	72,255	15
1845	60,310	15
1846	21,872	5
1847	22,005	0
1848	19,918	10
1849	19,222	10
1850	29,479	0
1851	23,434	0

In the foregoing Return it is difficult, if not impossible, to show the precise districts from whence the coal is wrought, as also the amount from each district, as until the commencement of the year 1852 no such account was kept. However, the coals brought by the Grand Junction Canal are principally wrought from collieries situate in the counties of Derby, Warwick, Stafford, Leicester, and Nottingham.

1852.	Tons.	Cwt.	
Allums	461	0	Wrought from collieries situate in Derbyshire, Warwickshire, Staffordshire, Leicestershire, Nottinghamshire, and Lancashire.
Babbington	116	5	
Baddersley	1,258	15	
Badgley	144	0	
Bagworth	85	15	
Bazzils	25	10	
Bedworth	54	10	
Birchwood	1,449	15	
Brands Butterley	58	15	
Brouch	30	0	
Butterley	2,259	15	
Cannel	57	10	
Coke	58	0	
Cotmanhay	731	10	
Eastwood	29	10	
Glasscot	136	0	
Griff	341	10	
Hasewood	59	15	
Ince Hall	673	15	
Kettlebrook	433	10	
Loscoe	2,376	5	
Moira	3,859	15	
Pinxton	10,499	0	
Polsworth	85	5	
Reddings	1,043	5	
Ridgley	47	15	
Shipley	702	15	
Small	27	15	
Snibston	224	0	
Stoneyford	5,857	10	
Victoria	171	15	
Wednesbury	111	5	
Whitwick	240	0	
Wigan	31	15	
Wingerworth	57	0	
Total Grand Junction Canal, 1852	33,800	0	
River Thames (*vid* Staines):			
Nixon's Merthyr (Welch)	113	0	
Total Canal and River, 1852	33,913	0	

6 April 1853.

J. R. Scott,
Clerk and Registrar of the Coal Market.

No. 3.—Amount of Supply, showing each Coal District from whence it is derived, and the Amount from each. Appendix, No. 2.

RAILWAYS, 1831 to 1851.

YEAR.	RAILWAY BY WHICH BROUGHT.	Aggregate Quantity brought by each Railway.	Total Quantity on which Duty was Paid during the Year.
		Tons.	*Tons.*
1831 to 1842, both inclusive	Nil.	Nil.	Nil.
1843	North-Western	90	90
1844	Nil.	Nil.	Nil.
1845	North-Western	8,377	8,377
1846	North-Western	7,348	11,698
	Great Western	4,350	
1847	North-Western	13,957	19,336
	Great Western	5,379	
1848	North-Western	17,881	37,887
	Great Western	19,901	
	Eastern Counties	56	
	South-Eastern	49	
1849	North-Western	19,487	19,639
	South-Eastern	152	
1850	North-Western	44,865	55,095
	South-Eastern	5,286	
	Great Northern	4,944	
1851	North-Western	110,163	247,906
	Great Northern	101,976	
	Great Western	25,152	
	South-Eastern	5,319	
	Eastern Counties	5,296	

The districts from whence the coal brought by the various railways above-mentioned is wrought cannot be stated, as there are no official documents in the possession of the Corporation of London previous to the year 1852 from which such information can be obtained; by reference, however, to the subjoined official return for the year 1852, a general idea of the districts of supply may be had.

RAILWAYS, 1852.

GREAT NORTHERN:	*Tons.*	*cwts.*
Adelaide Tees	26,704	7
Bell Ing	316	8
Butterley House	20	8
Coke	4,241	16
Darley Main	3,521	2
Elsecar	41,772	19
Gawber Hall	782	1
Hoyland	6,006	2
Lambton W. E.	127	18
Leasingthorne	156	2
Old Etherley	60	6
Pease's	751	1
Pinxton	1,704	2
St. Helen's	1,057	19
Screened Slack	31	15
Silkstone (Charlesworth & Co.'s)	594	18
" (Clarke's)	19,577	15
" (Field, Cooper & Co.'s)	40,421	8

Great Northern—*contd.*	*Tons.*	*cwts.*
Silkstone (Newton, Chambers & Co.'s)	38,364	2
Victoria Main (Pease's)	6	3
West Auckland	152	5
West Belmont	136	3
West Hartley (Pease's)	27	9
West Riding Hartley	1,845	12
Whitwell	94	5
Whitwood Hartley	2,772	9
Woodhouse Close	45	7
Worsborough Park	4,572	18
Total	195,865	0

The coal brought by the Great Northern Railway is wrought from collieries in Yorkshire, Durham, and Derbyshire.

(*continued*)

Appendix, No. 2.

No. 3.—Amount of Supply, &c.—Railways, 1852—*continued.*

NORTH-WESTERN:	*Tons.*	*cwts.*
Babbington	45	13
Butterley	24,880	13
Clay Cross	72,498	14
Coke	1,846	12
Eastwood	1,079	17
Hawkesbury	362	19
Hawkesbury, Moira, Tapton, &c.	1,266	1
Ince Hall	33,540	6
Pinxton	121	9
Shipley	109	18
Snibston	1,172	13
Staveley	718	9
Tapton	42	17
Whitwick	292	1
Total	137,978	2

The coal brought by the North-Western Railway is wrought from collieries in Lancashire, Derbyshire, Warwickshire, Staffordshire, Leicestershire, and Nottinghamshire.

EASTERN COUNTIES:		
Backhouse	221	0
Bagworth	11	10
Black Boy	50	0
Clay Cross	6,536	1
Coke	10	0
Haswell	5	0
Hunwick	75	0
Medomsley	145	0
North Hetton	325	0
Screenings	68	0
Small	41	10
Staveley	20,354	15
Swinton	962	10
Tapton	10	10
Total	28,815	16

The coal brought by the Eastern Counties Railway is wrought from collieries in Durham, Derbyshire, and Leicestershire.

SOUTH-EASTERN:		
Anthracite	63	8
Brown's	3	14
Carr's Hartley	40	9
Coke	5,556	2
Cwm Garnant, &c. (Welch)	12	9
Hartlepool	102	7
" Small	8	0
Harvey	3,284	12
" Small	4	7
Hetton	469	5
" Small	20	2
Heugh Hall	3	4
Johnstone W. E.	65	17
Kelloe	228	18
Lambton Primrose	219	17
Lyons W. E.	10	1
Marley Hill	30	8
New Tanfield	14	14
Peareth	53	8
Pease's West	50	0
Ravensworth West Hartley	80	9
Screenings	170	2
Small	83	17
Tanfield	4	0
Trimdon	35	13
Wood's Garesfield	37	6
Total	10,652	9

The coal brought by the South-Eastern Railway is brought coastwise to the ports of Whitstable, Rochester, Folkestone, and is wrought from collieries in the counties of Northumberland and Durham.

GREAT WESTERN:		
Brynduû (Welch)	39	7
Bute	67	8
Coke	3,051	0
Forest (Bilston and Crump)	897	16
Forest of Dean	38	4
Lydney (Forest of Dean)	154	3
Newbridge (Welch)	348	14
Total	4,596	12

The coal brought by the Great Western Railway is wrought from collieries situate in Wales, Gloucestershire, and Somersetshire.

RECAPITULATION, 1852.

	Tons.	*cwts.*
Great Northern Railway	195,865	0
North-Western Railway	137,978	2
Eastern Counties Railway	28,815	16
South-Eastern Railway	10,652	9
Great Western Railway	4,596	12
Total Railways, 1852	377,907	19

6 April 1853.

J. R. Scott,
Clerk and Registrar of the Coal Market.

No. 4.—AMOUNT OF SUPPLY, &c.

Appendix, No. 2.

RECAPITULATION.

SEABORNE.		GRAND JUNCTION CANAL.			RAILWAYS.	
YEAR.	*Tons.*	YEAR.	*Tons.*	*cwt.*	YEAR.	*Tons.*
1832	2,139,078	1832 - - - - -	6,905	5	1832	- nil.
1833	2,010,409	1833 - - - - -	4,395	10	1833	- nil.
1834	2,078,685	1834 - - - - -	1,862	0	1834	- nil.
1835	2,298,812	1835 - - - - -	1,004	10	1835	- nil.
1836	2,398,352	1836 - - - - -	1,199	5	1836	- nil.
1837	2,626,997	1837 - - - - -	2,324	0	1837	- nil.
1838	2,581,085	1838 - - - - -	1,686	5	1838	- nil.
1839	2,625,323	1839 - - - - -	12,933	0	1839	- nil.
1840	2,566,899	1840 - - - - -	22,188	10	1840	- nil.
1841	2,909,144	1841 - - - - -	33,594	15	1841	- nil.
1842	2,723,200	1842 - - - - -	31,519	0	1842	- nil.
1843	2,628,520	1843 - - - - -	34,593	15	1843	90
1844	2,490,910	1844 - - - - -	72,255	15	1844	- nil.
1845	3,403,320	1845 - - - - -	60,310	15	1845	8,377
1846	2,953,755	1846 - - - - -	21,872	5	1846	11,698
1847	3,280,420	1847 - - - - -	22,005	0	1847	19,336
1848	3,418,340	1848 - - - - -	19,918	10	1848	37,887
1849	3,339,146	1849 - - - - -	19,222	10	1849	19,639
1850	3,553,304	1850 - - - - -	29,479	0	1850	55,095
1851	3,236,542	1851 - - - - -	23,434	0	1851	247,906
1852	3,330,428	1852 - - - - -	33,800	0	1852	377,907
		Thames (*vid* Staines) -	113	0		

6 April 1853.

J. R. Scott,
Clerk and Registrar of the Coal Market.

No. 5.—A RETURN showing the Mode of COLLECTION and Cost of the same.]

RETURN as to the Mode of COLLECTING the City's and other Dues on COALS brought within the Port and District of *London.*

SEABORNE.

THE factor, owner, or agent of every vessel bringing coals into the Port of London enters her at the office of the clerk and registrar of the Coal Market, filling up, in duplicate, a form containing particulars of the cargo. This form, being examined and certified by the clerk

Appendix, No. 2.

clerk and registrar, is then taken by the factor, owner, or agent to the office of the clerk and collector of the coal duties, who receives the duties upon the quantity certified by the clerk and registrar, and gives an acknowledgment for the same, which is returned to the clerk and registrar by the person making the payment.

The total amount of the duties received is paid to the Chamberlain of London daily by the clerk and collector.

Railways, &c.

The duties on coals brought within the London district by inland conveyance, whether railway, canal, or common roads, are received and accounted for according to a similar system. The coals are, in the first instance, entered at the office of the clerk and registrar, who certifies the quantity upon which the duties are payable. The clerk and collector receives the duties upon the quantity so certified, giving a receipt for the same, and pays the amount of his collection to the Chamberlain of London daily.

Coal Market,
31 March 1853.

S. W. M. Russell, Clerk and Collector.

Mode of Collection, so far as the same relates to the Office of Clerk and Registrar of the Coal Market.

Seaborne.

In all cases of coals intended to be brought coastwise to the Port of London, a certificate, called a fitter's certificate, signed by the fitter or agent of the colliery, is either transmitted by general post, or delivered by the master of the ship to the clerk and registrar of the Coal Market, who thereupon registers the same. This certificate, on being tendered, is examined; and, if approved, a certificate from the clerk and registrar, requiring the payment of the duties, is furnished to the clerk and collector of the coal duties.

The Coal Acts require that the certificates of ships coal-laden should within twenty-four hours be entered at the office of the clerk and registrar of the Coal Market.

By way of checking the importation of seaborne coals, a return from Her Majesty's Customs is made daily to the clerk and registrar of the Coal Market of all coal ships reported at the Bill of Entry Office; this return is made that it may be ascertained if any ships coal-laden have failed to report at the office of clerk and registrar.

An additional check exists in the monthly return that is required by law to be made by the fitter of every colliery to the clerk and registrar of all ships that have, during the preceding month, loaded and sailed for the Port of London.

This check is a most efficient one.

Railways.

In all cases of coals brought within the limits of the district by railway, a certificate, signed by the secretary or other authorised officer, is delivered at the office of clerk and registrar of the Coal Market, who thereupon (if correct) registers and examines the same; when the duties are payable, a certificate, signed by the clerk and registrar requiring payment, is furnished to the clerk and collector of the coal duties.

The only check, as a means of ascertaining the quantity of coal brought within the limits by any railway that exists, is by the access that the law provides to the books of coal traffic of the various railway companies. This is an available check, and is of great service.

Grand Junction Canal.

In all cases of coals coming by this canal, a certificate, signed by the agent of the colliery, is given to the master taking charge of the boat or barge coal-laden, or not being provided with such a certificate, the master of the boat or barge certifies as to the quantity and quality of the coal on board. On the arrival of the barge, &c., at the office for the collection of coal dues on the canal, either one or the other of these certificates is delivered to the collector, who thereupon receives the duty.

The

The certificates abovementioned are forwarded by the general post daily to the clerk and registrar of the Coal Market, who enters the same in the register open to public inspection, and monthly furnishes a certificate for the receipt of the total duties to the clerk and collector of the coal duties.

By way of check upon the collector of the duties on the Grand Junction Canal, a return is made monthly to the clerk and registrar of the Coal Market from the office of secretary of the Grand Junction Canal of all barges coal-laden that have, during the preceding month, passednearer to London than the lock at King's Langley, in the county of Hertford.

J. R. Scott,
Clerk and Registrar of the Coal Market.

6 April 1853.

A RETURN of the Cost of Collection.

	Out of the Duty of 8 *d.* per Ton.	Out of the City's Duty of 4 *d.* per Ton.	Out of the Duty of 1 *d.* per Ton.	TOTAL.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To the salary to the clerk and collector at the Coal Market - - -	307 12 –	153 18 –	38 10 –	500 – –
To ditto - to inspector of coal traffic	123 – –	61 12 –	15 8 –	200 – –
To ditto - to collector on the Grand Junction Canal - - - - -	49 4 –	24 12 –	6 4 –	80 – –
		TOTAL - - - £.		780 – –

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 6.—A RETURN showing the Statutes and Acts of Parliament by and under which the Coal Tax is levied over the Area extended in 1850.

There are no Statutes or Acts of Parliament by and under which any tax on coals brought to London is levied over any extended area in 1850.

An Act of Parliament, 8 & 9 Vict. c. 101, was passed in the year 1845, upon the report of a Select Committee of the House of Commons, which Act had the effect of rendering uniform, as regards distance from London, the points at which the duties were collected, and it is believed that the operation of that Act may have extended in some slight degree the area of taxation at a point near the entrance of the Grand Junction Canal into the London District. In the year 1851, however, the Corporation of London, at the request of various persons and trading companies, and with the concurrence of Her Majesty's Commissioners of Woods, and the coal trade, applied for and obtained the Act 14 & 15 Vict. c. 146, entitled, "An Act to amend the Acts relating to the vend and delivery of coals in London and Westminster, and in certain parts of the adjacent counties, and to allow a drawback on coals conveyed beyond certain limits." The intention in applying for that Act was to afford considerable relief to the coal trade, and to certain consumers of coals, and the operation of the Act has been very largely to contract the limits of the area over which the duties formerly extended, and in no way to extend the area of taxation.

The Acts of Parliament amended or varied by the said Act, are 1 & 2 Will. 4, c. 76; 1 & 2 Vict. c. 101; and 8 & 9 Vict. c. 101.

Chamber of London, Guildhall, 6 April 1853.

A. Brown,
Chamberlain.

No. 7.—INCOME and EXPENDITURE of the ORPHANS FUND and the LONDON BRIDGE APPROACHES FUND (to which Funds the Coal Duty of 8 *d.* per Ton has been applied), from the period of the passing of the Act of 1 & 2 Will. 4, c. 76, to the 5th January 1853.

INCOME.

SOURCES OF INCOME.	In the Year ending 5 July 1832.	One Year and a Half from 5 July 1832 to 5 January 1834.	From 5 January 1834 to 5 January 1835.	From 5 January 1835 to 5 January 1836.	From 5 January 1836 to 5 January 1837.	From 5 January 1837 to 5 January 1838.	From 5 January 1838 to 5 January 1839.	From 5 January 1839 to 5 January 1840.	From 5 January 1840 to 5 January 1841.	From 5 January 1841 to 5 January 1842.	From 5 January 1842 to 5 January 1843.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Balances upon the Orphans' Fund carried, in the year 1834, to the credit of the London Bridge Approaches Fund	—	—	2,420 10 6¼	—	—	—	—	—	—	—	—
Duty of 8 *d.* per ton on coals	72,196 10 6½	108,908 15 6	68,005 14 –	76,665 14 4	79,915 4 2	85,197 18 –	88,703 14 10	85,836 15 4	89,705 11 8	96,232 11 10	89,645 6 –
Duty of 4 *s.* 9½ *d.* per ton on wines	3,175 15 –	4,806 16 3½	3,484 7 10½	3,516 1 –½	3,829 2 –	3,407 3 11½	3,835 16 5½	4,071 18 4	4,154 6 2	3,358 4 2	2,965 14 5
Contribution out of the estates and revenues of the Corporation of London	11,500 – –	17,250 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –
Fees on admission to the freedom of London	207 5 –	256 10 –	165 15 –	196 15 –	211 10 –	193 5 –	213 – –	254 5 –	258 15 –	271 – –	210 10 –
Fees on binding of apprentices	128 2 6	111 10 –	112 7 6	97 12 6	100 10 –	93 5 –	90 2 6	100 – –	95 – –	85 – –	89 5 –
Profits arising from aqueducts	253 9 –	250 3 6	193 9 –	193 9 –	193 9 –	193 9 –	193 9 –	193 9 –	193 9 –	193 9 –	191 15 11
Arising from sale of ground in Moorfields	4,135 6 4	—	—	—	—	—	—	—	—	—	—
One moiety of net proceeds of Farringdon Market	179 6 4½	2 6 11	—	—	—	—	—	—	—	—	—
	91,775 14 9	131,586 2 2½	85,882 3 10¾	92,169 11 10½	95,749 15 2	100,585 – 11½	104,836 2 9½	101,956 7 8	105,907 1 10	111,640 5 –	104,602 11 4
Deduct drawback allowed on coal duty	– – –	– – –	– – –	– – –	– – –	– – –	87 16 –	2,304 10 –	2,709 4 8	3,881 – –	3,180 16 8
TOTAL Income £.	91,775 14 9	131,586 2 2½	85,882 3 10¾	92,169 11 10½	95,749 15 2	100,585 – 11½	104,748 6 9½	99,651 17 8	103,197 17 2	109,259 5 –	101,421 14 8

INCOME—*continued.*

SOURCES OF INCOME.	From 5 January 1843 to 5 January 1844.	From 5 January 1844 to 5 January 1845.	From 5 January 1845 to 5 January 1846.	From 5 January 1846 to 5 January 1847.	From 5 January 1847 to 5 January 1848.	From 5 January 1848 to 5 January 1849.	From 5 January 1849 to 5 January 1850.	From 5 January 1850 to 5 January 1851.	From 5 January 1851 to 5 January 1852.	From 5 January 1852 to 5 January 1853.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Balances upon the Orphans' Fund	—	—	—	—	—	—	—	—	—	—
Duty of 8 *d.* per ton on coals	92,765 10 6	88,187 11 10	112,497 15 11½	100,338 15 1	109,399 13 3	118,441 10 1	110,046 13 8	120,365 5 –	117,606 10 9	123,657 3 11
Duty of 4 *s.* 9½ *d.* per tun on wines	2,871 6 1	3,824 14 3	3,446 12 3	4,120 14 2½	5,699 2 10½	5,327 2 10	5,763 13 6	7,128 5 2	6,620 9 2	5,040 8 8
Contribution out of the estates and revenues of the Corporation of London	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –	11,500 – –
Fees on admission to the freedom of London	236 – –	219 15 –	242 – –	186 15 –	154 15 –	141 15 –	182 10 –	157 – –	160 10 –	171 15 –
Fees on binding of apprentices	69 12 6	82 12 6	84 7 6	78 – –	62 – –	55 10 –	44 5 –	49 5 –	58 5 –	56 – –
Profits arising from aqueducts	190 2 10	190 2 10	182 5 6	181 2 2	141 2 2	182 5 6	257 12 2	102 5 6	179 18 10	182 5 6
Arising from sale of ground in Moorfields	—	—	—	—	—	—	—	—	—	—
One moiety of net proceeds of Farringdon Market	– – –	68 12 3	49 2 4	– – –	– – –	– – –	– – –	– – –	112 3 6	—
	107,632 11 11	104,073 8 8	128,002 3 6¼	116,405 6 5½	126,956 13 3½	135,648 3 5	127,794 9 4	139,302 – 8	136,237 17 3	140,607 13 1
Deduct drawback allowed on coal duty	2,814 8 8	2,440 8 –	3,582 2 –	4,221 16 8	4,089 2 8	4,770 14 –	4,653 5 4	4,158 16 8	6,019 15 4	10,098 – 8
TOTAL Income £.	104,818 3 3	101,633 – 8	124,420 1 6¼	112,183 9 9½	122,867 10 7½	130,877 9 5	123,141 4 –	135,143 4 –	130,218 1 11	130,509 12 5

EXPENDITURE.

ITEMS OF EXPENDITURE.	In the Year ending 5 July 1832.	From 5 July 1832 to 5 January 1834.	From 5 January 1834 to 5 January 1835.	From 5 January 1835 to 5 January 1836.	From 5 January 1836 to 5 January 1837.	From 5 January 1837 to 5 January 1838.	From 5 January 1838 to 5 January 1839.	From 5 January 1839 to 5 January 1840.	From 5 January 1840 to 5 January 1841.	From 5 January 1841 to 5 January 1842.	From 5 January 1842 to 5 January 1843.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Applied towards interest on loan of 05,000 *l.* (Act 52 Geo. 3, c. 209)	78 2 –	—	—	—	—	—	—	—	—	—	—
Ditto 5,000 *l.* (Act 52 Geo. 3, c. 210)	44 7 6	—	—	—	—	—	—	—	—	—	—
Ditto 80,000 *l.* (Act 55 Geo. 3, c. 91)	3,896 11 11	—	—	—	—	—	—	—	—	—	—
Ditto 1,000,000 *l.* (Act 10 Geo. 4, c. 136)	17,284 18 7	41,563 6 1	37,043 8 2	36,475 16 4	34,781 18 4	32,847 13 1	30,692 19 2	28,263 8 5	25,792 3 5	23,297 17 1	20,606 13 4
Ditto 250,000 *l.* (Act 11 Geo. 4, c. 64)	9,521 – –	14,281 10 –	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,521 – –
Ditto 150,000 *l.* (Act 1 & 2 Vict. c. 100)	– – –	– – –	– – –	– – –	– – –	– – –	– – –	343 2 11	4,836 14 6	5,625 – –	5,625 – –
Ditto 40,000 *l.* (Act 5 & 6 Vict. c. 101)	—	—	—	—	—	—	—	—	—	—	—
Ditto 25,000 *l.* (Act 5 & 6 Vict. c. 101)	—	—	—	—	—	—	—	—	—	—	—
Ditto 50,000 *l.* (Act 11 & 12 Vict. c. 124)	—	—	—	—	—	—	—	—	—	—	—
Ditto 176,000 *l.* (Act 13 & 14 Vict. c. 103)	—	—	—	—	—	—	—	—	—	—	—
Ditto 88,000 *l.* (Act 13 & 14 Vict. c. 103)	—	—	—	—	—	—	—	—	—	—	—
Charges and expenses of management	2,157 – 11	2,116 14 7	1,430 4 2	1,389 11 10	1,437 19 7	1,366 13 9	1,377 13 11	1,357 – 2	1,390 12 1	1,393 8 –	1,347 4 –
Balance of Orphans' Fund transferred to London Bridge Approaches Fund	1,893 13 10	—	—	—	—	—	—	—	—	—	—
TOTAL Expenditure £.	34,875 14 9	57,961 10 8	47,994 12 4	47,386 8 2	45,740 17 11	43,735 6 10	41,591 13 1	39,484 11 6	41,540 10 –	39,837 5 1	37,099 17 4
Surplus applied Quarterly in discharge of Debts	56,900 – –	73,624 11 6½	37,887 11 6¾	44,783 3 8½	50,008 17 3	56,849 14 1½	63,156 13 8½	60,167 6 2	61,657 7 2	69,421 19 11	64,321 17 4
£.	91,775 14 9	131,586 2 2½	85,882 3 10¾	92,169 11 10½	95,749 15 2	100,585 – 11½	104,748 6 9½	99,651 17 8	103,197 17 2	109,259 5 –	101,421 14 8

EXPENDITURE—*continued.*

ITEMS OF EXPENDITURE.	From 5 January 1843 to 5 January 1844.	From 5 January 1844 to 5 January 1845.	From 5 January 1845 to 5 January 1846.	From 5 January 1846 to 5 January 1847.	From 5 January 1847 to 5 January 1848.	From 5 January 1848 to 5 January 1849.	From 5 January 1849 to 5 January 1850.	From 5 January 1850 to 5 January 1851.	From 5 January 1851 to 5 January 1852.	From 5 January 1852 to 5 January 1853.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
Applied towards interest, loan of 95,000 *l.* (Act 52 Geo. 3, c. 209)	—	—	—	—	—	—	—	—	—	—
Ditto 5,000 *l.* (Act 52 Geo. 3, c. 210)	—	—	—	—	—	—	—	—	—	—
Ditto 80,000 *l.* (Act 55 Geo. 3, c. 91)	—	—	—	—	—	—	—	—	—	—
Ditto 1,000,000 *l.* (Act 10 Geo. 4, c. 136)	17,987 9 9	15,360 11 3	12,525 13 4	9,074 3 1	5,800 19 7	2,043 3 8	—	—	—	—
Ditto 250,000 *l.* (Act 11 Geo. 4, c. 64)	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,521 – –	9,420 18 9	6,777 3 10	2,765 6 1	45 2 10	—
Ditto 150,000 *l.* (Act 1 & 2 Vict. c. 100)	5,625 – –	5,625 – –	5,625 – –	5,625 – –	5,625 – –	5,625 – –	5,625 – –	5,625 – –	3,814 1 6	534 5 3
Ditto 40,000 *l.* (Act 5 & 6 Vict. c. 101)	– – –	1,418 1 7	1,600 – –	1,600 – –	1,600 – –	1,600 – –	1,600 – –	1,600 – –	1,600 – –	1,101 4 7
Ditto 25,000 *l.* (Act 5 & 6 Vict. c. 101)	– – –	540 11 7	875 – –	875 – –	875 – –	875 – –	875 – –	875 – –	875 – –	799 16 7
Ditto 50,000 *l.* (Act 11 & 12 Vict. c. 124)	– – –	– – –	– – –	– – –	– – –	– – –	1,476 – 7	2,500 – –	2,500 – –	2,500 – –
Ditto 176,300 *l.* (Act 13 & 14 Vict. c. 103)	– – –	– – –	– – –	– – –	– – –	– – –	– – –	– – –	8,100 4 4	7,040 – –
Ditto 88,000 *l.* (Act 13 & 14 Vict. c. 103)	– – –	– – –	– – –	– – –	– – –	– – –	– – –	556 18 7	3,080 – –	3,080 – –
Charges and expenses of management	1,310 6 9	1,374 1 3	1,459 19 8	1,504 19 6	2,588 5 10	2,186 – 8	2,079 17 3	2,123 – 2	2,076 – 6	2,080 8 2
TOTAL Expenditure £.	34,443 16 6	33,839 5 8	31,606 13 –	28,200 2 7	26,010 5 5	21,750 3 1	18,433 1 8	16,045 4 10	22,090 9 2	17,135 14 7
Surplus applied Quarterly in discharge of Debts	70,374 6 9	67,793 15 –	92,813 8 6½	83,983 7 2½	96,857 5 2½	109,127 6 4	104,708 2 4	119,097 19 2	108,127 12 9	113,373 17 10
£.	104,818 3 3	101,633 – 8	124,420 1 6¼	112,183 9 9½	122,867 10 7½	130,877 9 5	123,141 4 –	135,143 4 –	130,218 1 11	130,509 12 5

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 8.—AN ACCOUNT of MONIES received and paid by the Chamberlain of the City of *London*, in respect of Rebuilding LONDON BRIDGE, Removing the Old Bridge, and for Improving existing Approaches, and forming new Approaches to the said Bridge, from the 13th February 1824, to the 31st December 1846, in pursuance of the provisions of the several Acts under-mentioned; viz.:

Act 4 Geo. 4, c. 50 - -	"An Act for the rebuilding of London Bridge, and for improving and making suitable Approaches thereto."
Act 7 Geo. 4, c. 40 - -	"An Act to authorise the Lords Commissioners of His Majesty's Treasury to advance money out of the Consolidated Fund towards the expenses of rebuilding London Bridge."
Act 7 & 8 Geo. 4, c. 30. -	"An Act to amend and enlarge the Powers of an Act passed in the Fourth Year of the Reign of His present Majesty for the rebuilding of London Bridge, and for improving and making suitable approaches thereto."
Act 10 Geo. 4, c. 136 -	"An Act for improving the Approaches to London Bridge."
Act 1 Will. 4, c. 3 - -	"An Act for enlarging the Powers of an Act passed in the Tenth Year of the Reign of His late Majesty, for improving the Approaches to London Bridge."
Act 2 Will. 4, c. 23 - -	"An Act to amend several Acts, relating to London Bridge and the Approaches thereto."
Act 4 Will. 4, c. 13 - -	"An Act for extending the Approaches to London Bridge, and amending the Acts relating thereto."
Act 2 & 3 Vict. c. 107 -	"An Act for further extending the Approaches to London Bridge, and amending the Acts relating thereto."

Dr.

Contributed by the Corporation of London, as Trustees of the Bridge House Estates.

To cash of the wardens or keepers of London Bridge, on account of the surplus rents and profits of the estates called the Bridge House Estates; viz.,

	£.	s.	d.	£.	s.	d.
In the Year 1824 - - - - -	25,015	6	6¼			
„ 1825 - - - - -	19,028	3	6¼			
„ 1826 - - - - -	18,459	18	9			
„ 1827 - - - - -	26,253	13	11½			
„ 1828 - - - - -	22,971	6	4¼			
„ 1829 (including 19,622*l.* 17*s.* 4*d.* heretofore paid out of the said estates for the removal of London Bridge Water Works, and repaid to them pursuant to Act 3 Geo. 4, c. 109) - - - - - -	42,783	18	3½			
In the Year 1830 - - - - -	28,160	9	2½			
„ 1831 - - - - -	30,666	11	10½			
„ 1832 - - - - -	10,978	6	8			
„ 1833 (being balance of surplus rents to 31st December 1832, after payment thereout of 9,531*l.* 18*s.* interest on monies advanced from the Consolidated Fund to that date in pursuance of order of Committee, 12th March 1832) - - - - -	5,453	7	8¼			
				229,771	2	10

Note.—From this period the surplus rents and profits of the Bridge House Estates were carried to a separate account, and the interest on monies raised upon them paid thereout in pursuance of Act of Parliament, and order of London Bridge Committee.

Cr.

Cost of Building the New Bridge Abutments and immediate Approaches thereto, 1824 to 1833.

	£.	s.	d.	£.	s.	d.
By amount of orignal contract (1824) with Messrs. Jolliffe & Banks, for rebuilding London Bridge - - - -	426,000	–	–			
By amount of further contract for additional width to the Bridge pursuant to the Act of 7 Geo. 4 - - - -	42,000	–	–			
	468,000	–	–			
Deductions therefrom in consequence of alteration of Approaches, &c. - - - - - - - -	24,751	–	–			
	443,249	–	–			
By amount of extras under the above contract, certified by engineer, in respect of materials supplied and works performed, in relation to dredging gravel and soil around the foundation, and driving sheet piling around the coffer dams of Surrey abutments and first and second piers, after deducting savings in masonry - - - -	6,590	12	–			
By ditto in respect of the like to the third and fourth piers, and abutments on the City side - - - - - - - -	7,997	8	11			
By ditto in respect of three sets of centres for the first, second, and third arches -	13,421	15	6			
By ditto in respect of centres for the fourth arch - - - - - - - -	13,546	1	1			
By ditto in respect of making half-tide dam round stairs on the Surrey abutment, forming foundation to widen stairs, &c. - -	5,275	11	8			
				46,831	9	2

To dividends received upon stock purchased with the surplus profits of the said estates prior to the passing of the Act 4 Geo. 4, c. 50; viz.						
	£.	s.	d.			
In the year 1824	8,381	11	3			
„ 1825	3,062	10	–			
„ 1826	350	–	–			
„ 1827	175	–	–			
„ 1828	350	–	–			
„ 1829	350	–	–			
„ 1830	677	4	5			
				13,346	5	8
To cash by the sale of the stock purchased as above; viz.						
	£.	s.	d.			
In the year 1824	29,560	4	3			
„ 1825	98,774	16	6			
„ 1830	14,382	6	5			
				142,717	7	2
To cash received (1846) being part produce of two policies of assurance assigned as security for the payment of monies due to the account of the surplus rents, &c. of the Bridge House Estates				3,483	6	9½
To cash advanced out of the Consolidated Fund on the credit of the said surplus profits of the Bridge House Estates, and pursuant to Act 7 Geo. 4, c. 40; viz.						
	£.	s.	d.			
In the year 1826	120,000	–	–			
„ 1827	120,000	–	–			
„ 1828	16,000	–	–			
„ 1829	100,000	–	–			
„ 1830	75,000	–	–			
				431,000	–	–
						820,318 2 5½
Carried forward						820,318 2 5½

By amount of sundry bills paid Messrs. Jolliffe & Banks, for extra works in relation to re-building the bridge	52,070	13	1			
By amount of contract, and extras in relation to paving the carriage and footways of the bridge and the immediate approaches	23,893	6	6			
By amount of contract and extras in relation to the formation of the immediate approaches to the bridge	57,482	4	7			
By expense of covering the arches over Thames-street and Tooley-street with lead	969	–	–			
By interest paid Messrs. Jolliffe & Banks upon monies retained under the contracts	15,736	19	6			
				640,232	12	10
Alteration and Removal of Old Bridge, 1824 to 1833:						
By amount paid Messrs. Jolliffe & Banks their contract for alteration of the old bridge, for increasing the water way, &c.	30,000	–	–			
By amount paid Messrs. Jolliffe & Banks their contract and extras for the removal of the old bridge	5,500	–	–			
				35,500	–	–
By Parliamentary expenses incurred in soliciting and obtaining the Act of 4 Geo. 4, c. 50, including the expense of surveys and designs for the new bridge (1825)	4,876	11	–			
By Parliamentary expenses paid in the year 1826	500	–	–			
Ditto ditto 1827	755	–	10			
Ditto ditto 1828	48	16	11			
Ditto ditto 1829	4,655	13	–			
Ditto ditto 1830	1,122	16	11			
Ditto ditto 1831	1,518	17	2			
Ditto ditto 1836	30	5	4			
Ditto ditto 1839	500	–	–			
Ditto ditto 1840	1,566	1	3			
				15,574	2	5
By the purchase of freehold, leasehold, and other interests in ground and premises taken for the purpose of forming the approaches as under-mentioned; viz., in High-street, Tooley-street, Montague-close, Pepper-alley, White Horse-court, Chequer-court, Chain-gate, Churchyard-passage, St. Saviour's Churchyard, Carter-lane, Boar's Head-place, Frying Pan-alley, Green Dragon-court, Joyner-street, Red Lion-street, Counter-street, Three Crown-court, and the east front of the Town Hall, all in the borough of Southwark; also						
Carried forward						691,306 15 3

No. 8.—An Account of Monies received and paid by the Chamberlain of the City of London, in respect of Rebuilding London Bridge, &c.—*continued.*

	£.	s.	d.	£.	s.	d.
Brought forward - - -	-	-	-	820,318	2	5½
Contributed by Government with the sanction of Parliament.						
To amount advanced out of the Consolidated Fund in pursuance of the provisions of the Act 4 Geo. 4, c. 50; viz.						
In the year 1824 - - - - -	10,000	–	–			
„ 1825 - - - - -	20,000	–	–			
„ 1826 - - - - -	20,000	–	–			
„ 1827 - - - - -	20,000	–	–			
„ 1828 - - - - -	20,000	–	–			
„ 1829 - - - - -	20,000	–	–			
„ 1830 - - - - -	20,000	–	–			
In the year 1831 - - - - -	20,000	–	–			
	150,000	–	–			
To amount advanced out of the said fund towards increasing the width of the bridge, pursuant to Act 7 Geo. 4, c. 40 -	42,000	–	–			
				192,000	–	–
Amount raised upon the credit of the Fund, called, "the London Bridge Approaches Fund:"						
To cash advanced by the Governor and Company of the Bank of England upon the credit of the said fund in pursuance of the Act 10 Geo. 4, c. 136, for improving the approaches to the new bridge, viz.:						
In the year 1829 - - - - - - - -	100,000	–	–			
„ 1830 - - - - - - - -	200,000	–	–			
„ 1831 - - - - - - - -	150,000	–	–			
„ 1832 - - - - - - - -	250,000	–	–			
„ 1833 - - - - - - - -	250,000	–	–			
„ 1834 - - - - - - - -	50,000	–	–			
				1,000,000	–	–
Materials, Rents, Surplus Ground, &c., being Returns upon Outlay:						

Cr.

	£.	s.	d.	£.	s.	d.
Brought forward - - - £.	-	-	-	2691,306	15	3
ground and premises at the north-west foot of London Bridge, Upper Thames-street, Redcross Wharf, Mault's Wharf, Swan-passage, Churchyard-alley, site of Fishmongers' Hall, Great East Cheap, Little East Cheap, Star-court, Fish-steet Hill, Little Tower-street, Idol-lane, St. Mary-at-Hill, Crooked-lane, Miles-lane, Three Tun-alley, Warren-court, Cannon-street, Gracechurch-street, Bell-yard, Martin's-lane, Nicholas-lane, Clement's-lane, Abchurch-lane, Sherbourne-lane, Swithin's-lane, Cornhill, Lombard-street, Dove-court, Fox Ordinary-court, Old Post-office Chambers, Mansionhouse-street, Princes-street, Coleman-street, Coleman-street Buildings, London Wall, Lothbury, Tokenhouse-yard, King's Arms-yard, Great Bell-alley, Backer's-court, White's-alley, Great Swan-alley, Crown-court, George-yard, Red Lion-court, Cateaton-street, Milk-street, Wood-street, King's-street, Basinghall-street, Houndsditch, Lad-lane, Threadneedle-street, Aldgate, High-street, and Maiden-lane, in the City of London, viz.:						
In the year 1824 - - - - - - - -	22,400	–	–			
„ 1825 - - - - - - - -	61,869	16	6			
„ 1826 - - - - - - - -	16,716	15	1			
„ 1827 - - - - - - - -	37,923	4	2			
„ 1828 - - - - - - - -	42,564	2	6			
„ 1829 - - - - - - - -	67,781	6	8			
„ 1830 - - - - - - - -	378,672	19	2			
„ 1831 - - - - - - - -	68,099	–	5			
„ 1832 - - - - - - - -	144,826	12	6			
„ 1833 - - - - - - - -	202,566	3	9			
„ 1834 - - - - - - - -	102,737	12	1			
„ 1835 - - - - - - - -	155,454	8	9			
„ 1836 - - - - - - - -	40,408	11	1			
„ 1837 - - - - - - - -	56,508	4	2			
„ 1838 - - - - - - - -	12,001	13	1			
„ 1839 - - - - - - - -	- nil.					
„ 1840 - - - - - - - -	36,209	16	9			
„ 1841 - - - - - - - -	69,004	19	1			
„ 1842 - - - - - - - -	21,691	8	4			
„ 1843 - - - - - - - -	15,809	13	4			
„ 1844 - - - - - - - -	19,167	8	–			
„ 1845 - - - - - - - -	3,117	15	6			
„ 1846 - - - - - - - -	600	–	–			
„ 1847 - - - - - - - -	1,952	1	8			
				1,578,083	12	7

To cash received by the sale of the fixtures and old materials of premises pulled down for forming and improving the approaches; also, for rents of such premises received in respect of the interval between their purchase and the period of their demolition, viz.:			
In the year 1824	2,000 – –		
„ 1825	3,056 14 8		
„ 1826	2,000 8 6		
„ 1827	787 3 6		
„ 1828	1,007 – –		
„ 1829	3,254 9 5		
„ 1830	11,717 15 6		
„ 1831	4,184 16 1		
„ 1832	6,427 18 4		
„ 1833	7,376 15 11		
„ 1834	3,714 7 9		
„ 1835	7,119 16 3		
„ 1836	1,465 13 2		
„ 1837	803 10 –		
„ 1838	121 5 –		
„ 1840	1,638 15 –		
„ 1841	2,805 19 9		
„ 1842	1,283 15 –		
„ 1843	401 1 3		
„ 1844	760 1 2		
In the year 1846	53 14 –		
			61,981 – 3
To cash received for rents of surplus building ground remaining after the formation of the streets and improvement of the approaches, up to the period of the sale of such ground, viz.:			
In the year 1834	4,309 4 4½		
„ 1835	2,252 – 7½		
„ 1836	3,248 15 –¾		
Carried forward £.	10,810 – –¾		2,074,299 2 8½

By interest upon, and in part liquidation of monies raised on the credit of the Bridge House Estates under the Act 7 Geo. 4, c. 40, viz.:			
In the year 1826	750 – –		
„ 1827	7,500 – –		
„ 1828	12,400 – –		
„ 1829	12,800 – –		
„ 1830	18,425 – –		
„ 1831	21,550 – –		
„ 1832	12,025 – –		
			85,450 – –
Note.—The Bridge House surplus rents hereafter carried to a separate account, and interest paid thereout.			
By amount paid for deficiencies of rents, rates, taxes, and tithes caused by removal of property during the formation of the approaches in respect of the several wards and parishes undermentioned; viz., in the parishes of St. Olave and St. Saviour, in the borough of Southwark; the wards of Bridge, Candlewick, Langbourne, Walbrook, Dowgate, Cornhill, Billingsgate, Coleman-street, Broad-street, Vintry, Tower, Cheap, Cripplegate Within, Queenhithe, and Bassishaw; and the parishes of St. Magnus, St. Margaret, New Fish-street, and St. Michael Crooked-lane, St. Clement Eastcheap, and St. Martin Orgar, St. Leonard Eastcheap, and St. Bennet Gracechurch, St. Mary Woolnoth, and St. Mary Woolchurch-haw, St. Nicholas Acons, St. Mary Abchurch, and St. Lawrence Pountney, St. Michael West, St. Mary-at-Hill, and St. Andrew Hubbard, St. Margaret Pattens, and St. Gabriel Fenchurch, St. Dunstan-in-the-East, St. Margaret Lothbury, and St. Christopher-le-Stocks, St. Stephen Coleman street, St. Michael Queenhithe, St. James Garlickhithe, Allhallows Lombard-street, St. Swithin, St. Mary Somerset, St. Lawrence Jewry, St. Michael Bassishaw, St. Michael Woodstreet, and St. Mary Staining, St. Botolph Aldgate, and St. Ann's Aldersgate, in the city of London, viz.:			
In the year 1824	31 10 6		
„ 1825	317 – 6		
„ 1826	871 13 –		
„ 1827	1,038 12 10¼		
„ 1828	1,050 19 7		
„ 1829	1,117 10 6¾		
„ 1830	3,959 19 7½		
„ 1831	5,129 14 6½		
Carried forward £.	13,517 1 2		2,354,840 7 10

AN ACCOUNT of Monies received and paid by the Chamberlain of the City of London, in respect of Rebuilding London Bridge, &c.—*continued.*

Dr.	£.	s.	d.	£.	s.	d.
Brought forward	10,810	–	–¾	2,074,299	2	8½
In the year 1837	2,521	5	7¾			
„ 1838	2,586	7	7¼			
„ 1839	2,767	3	–			
„ 1840	873	–	6			
„ 1841	2,208	–	7			
„ 1842	1,488	15	–			
„ 1843	1,203	15	–			
„ 1844	1,020	10	–			
„ 1845	414	15	–			
„ 1846	290	10	–			
„ 1847	231	–	–			
„ 1848	365	10	–			
„ 1849	196	–	–			
„ 1850	133	13	4			
„ 1851	146	–	–			
„ 1852	126	–	–			
				26,382	5	8¾
To cash received by the sale of the rents of surplus ground remaining after the formation of the streets and improvement of the approaches, and of the reversions of the rack rents of the property erected thereon after the expiration of the building leases, viz.:						
In the year 1834	95,913	18	1			
„ 1835	116,587	13	4			
„ 1836	55,030	16	–			
„ 1837	38,156	18	8			
„ 1838	90,926	12	1			
„ 1839	24,184	12	6			
„ 1840	3,000	–	–			
„ 1841	28,824	–	–			
„ 1842	9,220	–	–			

Cr.	£.	s.	d.	£.	s.	d.
Brought forward	13,517	1	2	2,354,840	7	10
In the year 1832	6,652	6	6			
„ 1833	6,941	8	10¾			
„ 1834	5,677	17	1¼			
„ 1835	5,386	7	1			
„ 1836	4,758	3	10¾			
„ 1837	2,743	–	1¾			
„ 1838	1,778	1	5			
„ 1839	634	16	–½			
„ 1840	463	–	9			
„ 1841	612	5	8			
„ 1842	969	18	8½			
„ 1843	537	5	3			
„ 1844	438	11	9			
„ 1845	161	3	9			
„ 1846	320	19	9			
„ 1847	161	19	6			
„ 1848	154	12	–			
„ 1849	3	–	–			
„ 1850	3	–	–			
„ 1851	3	–	–			
„ 1852	3	–	–			
				52,320	19	4¾
By salaries, allowances, &c. to engineers, architects, surveyors, for valuations, and to officers and clerks employed in the execution of the works and in carrying the Acts of Parliament into effect; viz.						
In the year 1824	2,020	14	–			
„ 1825	2,248	–	–			
„ 1826	2,864	4	–			
„ 1827	2,539	5	6			
„ 1828	2,202	16	6			
„ 1829	2,275	4	6			
„ 1830	4,312	4	2			
„ 1831	7,163	12	–			
„ 1832	6,034	12	11			
„ 1833	2,799	6	2			
„ 1834	1,400	4	6			
„ 1835	3,022	14	6			
„ 1836	1,940	5	–			
„ 1837	1,793	4	–			
„ 1838	756	19	6			
„ 1839	736	15	–			
„ 1840	736	15	–			
„ 1841	668	5	–			

„ 1843	30,137 – –		
„ 1844	19,716 4 10		
„ 1845	12,090 – –		
„ 1846	5,514 – –		
„ 1852	379 – –		
		529,680 15 6	
To cash received for interest on the above purchase monies from the day of sale to the time of completion of the respective purchases, viz.:			
In the year 1834	211 13 8		
„ 1835	725 15 2		
„ 1836	1,396 3 2		
„ 1837	80 15 6		
„ 1838	987 – 11½		
„ 1839	715 14 9		
„ 1841	84 15 11		
„ 1842	158 13 11		
„ 1843	211 19 10		
„ 1844	182 1 7		
		4,754 14 5½	
To cash received in reimbursement of the cost of building vaults for houses erected in the line of the approaches; viz.			
In the year 1836, Moorgate-street	2,797 18 7		
„ 1837, - ditto	210 7 –		
„ 1841, Cateaton-street	156 9 –		
„ 1844, Maiden-lane, &c.	720 13 5		
		3,885 8 –	
1836. To cash received being the produce of stock purchased under the provisions of the Act 1 Will. 4, c. 3, and sold upon the completion of a rectory house in the parish of St. Magnus the Martyr		1,573 18 3	
1839. To cash received in reimbursement of expenses incurred at the request of the Universal Life Assurance Society		250 – –	
1847. To cash of the Mercers' Company, reimbursement in respect of premises in Cateaton-street and Lad-lane		449 – –	
Carried forward £.		2,641,275 4 7¾	

„ 1842	742 5 –		
„ 1843	363 – –		
„ 1844	1,789 17 8		
„ 1845	250 1 10		
„ 1846	355 3 –		
„ 1847	127 10 –		
„ 1848	61 3 –		
		49,204 2 9	
By conveyancing in respect of property purchased, law charges, cost on disputed claims and on verdicts in favour of claimants, and in respect of reinvestments of property, including stamp duty and other expenses connected with loans raised; viz.			
In the year 1824	560 15 6		
„ 1825	1,468 5 8		
„ 1826	2,547 1 10		
„ 1827	1,629 9 6		
„ 1828	878 12 7		
„ 1829	4,011 12 1		
„ 1830	14,125 13 4		
„ 1831	6,287 5 7		
„ 1832	5,216 18 –		
„ 1833	10,783 11 1		
„ 1834	11,329 – 9		
„ 1835	7,832 12 –		
„ 1836	6,428 2 7		
„ 1837	1,709 18 5		
„ 1838	1,879 1 9		
„ 1839	592 16 6		
„ 1840	5,957 1 6		
„ 1841	8,533 14 9		
„ 1842	2,439 9 3		
„ 1843	3,790 15 10		
„ 1844	4,017 – 4		
„ 1845	1,359 8 3		
„ 1846	1,856 14 2		
„ 1847	312 2 11		
„ 1848	298 18 9		
„ 1849	668 8 –		
„ 1850	216 19 8		
„ 1852	27 9 2		
		106,758 19 9	
By incidental charges and expenses, including disbursements of clerk of the works, printing, lithography, insurance, receipt stamps, interest on temporary advances, allowance to committee, and sundry petty charges; viz.:			
In the year 1824	328 2 6		
„ 1825	2,877 10 6		
Carried forward £.	3,205 13 –	2,563124 9 8¾	

No. 8.—An Account of Monies received and paid by the Chamberlain of the City of London, in respect of Rebuilding London Bridge, &c.—*continued.*

Dr.	£.	s.	d.	£.	s.	d.
Brought forward - - £.	-	-	-	2,641,275	4	7¾
1839 to 1841. To profit on stock purchased - - - - - -	-	-	-	1,464	4	6
1846. To amount granted by the Corporation of London towards completing the improvements, the funds provided with the sanction of Parliament having proved insufficient (pursuant to resolution of Common Council and London Bridge Approaches Committee) -	16,421	18	1½			
1847. To ditto - - - - - - - - - -	5,000	-	-			
				21,421	18	1½

Cr.	£.	s.	d.	£.	s.	d.
Brought forward - - - £.	3,205	13	-	2,563,124	9	8¾
In the year 1826 - - - - - - - - -	439	18	11			
„ 1827 - - - - - - - - -	592	9	5			
„ 1828 - - - - - - - - -	543	11	-			
„ 1829 - - - - - - - - -	1,180	12	1			
„ 1830 - - - - - - - - -	1,228	4	2			
„ 1831 - - - - - - - - -	7,654	16	1			
„ 1832 - - - - - - - - -	2,273	18	4			
„ 1833 - - - - - - - - -	1,155	12	1			
„ 1834 - - - - - - - - -	1,287	14	1			
„ 1835 - - - - - - - - -	805	15	-			
„ 1836 - - - - - - - - -	1,046	12	-			
„ 1837 - - - - - - - - -	541	16	2			
„ 1838 - - - - - - - - -	343	-	9			
„ 1839 - - - - - - - - -	613	12	3			
„ 1840 - - - - - - - - -	341	9	6			
„ 1841 - - - - - - - - -	473	16	6			
„ 1842 - - - - - - - - -	340	9	7			
„ 1843 - - - - - - - - -	885	13	8			
„ 1844 - - - - - - - - -	461	6	7			
„ 1845 - - - - - - - - -	385	6	2			
„ 1846 - - - - - - - - -	486	8	-			
„ 1847 - - - - - - - - -	31	11	8			
„ 1848 - - - - - - - - -	5	4	1			
„ 1849 - - - - - - - - -	3	13	6			
„ 1850 - - - - - - - - -	50	6	9			
„ 1851 - - - - - - - - -	4	5	2			
„ 1852 - - - - - - - - -	3	13	6			
				26,386	10	-
By amount paid carpenters, bricklayers, masons, and other artificers, for work done in respect of erecting hoards, enclosing and protecting buildings, altering steps, rails, lamp posts, &c., building or repairing party walls, and making vaults for houses erected in the line of the approaches, viz.:						
In the year 1827 - - - - - - - - -	394	3	-			
„ 1828 - - - - - - - - -	1,085	14	9			
„ 1829 - - - - - - - - -	262	12	6			
„ 1830 - - - - - - - - -	604	16	6			
„ 1831 - - - - - - - - -	2,074	19	6			
„ 1832 - - - - - - - - -	894	18	9			
„ 1833 - - - - - - - - -	479	8	6			
„ 1834 - - - - - - - - -	1,084	15	-			
„ 1835 - - - - - - - - -	1,656	10	4			

" 1836	6,125 16 –		
" 1837	1,798 16 11		
" 1838	340 – 5		
" 1839	1,346 6 2		
" 1840	194 8 4		
" 1841	711 5 –		
" 1842	452 1 6		
" 1843	481 8 11		
" 1844	178 9 4		
" 1845	686 8 6		
" 1846	91 13 6		
		20,944 13 5	
1829. By cash to the wardens or keepers of London Bridge, the amount paid by them, under the authority of the Act 3 Geo. 4, for the removal of the waterworks at London Bridge, with interest thereon	- - -	19,622 17 4	
Paving and making Sewers, &c.			
1830. By cash to Commissioners of Sewers, &c., for Surrey and Kent, towards expense of forming a sewer along the approaches to London Bridge, on the Southwark side	2,400 – –		
1831. By ditto to Messrs. Jolliffe & Banks, on account of road-making in Southwark	1,005 2 3		
1831. By ditto to Commissioners of Sewers, &c., for city of London and liberties, on account of a moiety of expense of making sewers under the approaches on the city side	2,007 10 –		
1832. By ditto to said Commissioners for Surrey and Kent contribution, towards making a sewer from the Town Hall, Southwark	350 – –		
1833. By ditto to said Commissioners on account of paving and making sewers in Southwark	1,147 16 9		
1833. By ditto to said Commissioners for city of London, on account of paving and making sewers in Arthur-street and Upper Thames-street	2,238 18 11		
1834. By ditto to said Commissioners towards making sewers and paving the approaches on the city side of the bridge	3,700 – –		
Carried forward £.	12,849 7 11	2,630,078 10 5¾	

Carried forward £.	2,664,161 7 3¼

No. 8.—An Account of Monies Received and Paid by the Chamberlain of the City of *London* in respect of Rebuilding London Bridge, &c.—*continued*.

Dr.	£.	s.	d.
Brought forward - - - £.	2,664,161	7	3½
Balance overpaid by the Chamberlain on the 31st December 1852 - -	1,333	8	11½
£.	2,665,494	16	2¾

Cr.		£.	s.	d.	£.	s.	d.
Brought forward - - - £.		12,849	7	11	2,630,078	10	5¾
1834. By cash to Messrs. Jolliffe & Banks, for paving in Thames-street, King William street, &c. - -		1,651	11	5			
1834. By ditto to Commissioners for paving borough of Southwark, towards paving West-end of Tooley-street - - - - - - - - - -		50	–	–			
1835. By ditto to Commissioners of Sewers, &c., for city of London, further on account of paving King William-street - - - - - - - - - -		1,000	–	–			
1835. By ditto to Messrs. Jolliffe & Banks, for fixing guard stones, and for paving in Cannon-street, &c. - -		195	13	2			
1836. By ditto to Commissioners of Sewers, &c., for city of London, towards making sewers in Moorgate-street, Little Eastcheap, and Little Tower-street, and paving King William-street, Moorgate-street, &c. -		3,942	19	9			
1837. By ditto to said Commissioners, towards paving in King William-street, &c. - - - - - -		183	10	1			
1841. By ditto to said Commissioners towards making sewer in Princes-street - - - - - - - -		362	–	–			
					20,235	2	4
1831. By expenses incurred in relation to removal of bodies from the church and churchyard of St. Michael, Crooked-lane - - - - - - - - -		-	-	-	3,093	6	11
1833. By cash on account of building new rectory house for the parish of St. Magnus, London Bridge - -	£.1,500	–	–				
1834. By ditto, balance of ditto - - -	1,981	–	–				
		3,481	–	–			
1837. By ditto, on account of building new rectory house for the parish of St. Mary, Woolnoth - - - -	£.2,000	–	–				
1838. By ditto, balance of ditto - - -	1,576	1	5				
		3,576	1	5			
					7,057	1	5
1836 to 1838. By interest on temporary loan made to enable the Corporation to proceed with the approaches until assets could be realized - - - - - -		2,233	8	5			
1841. By ditto, on temporary loan made for same purpose -		2,638	7	1			
1848. By ditto - - - - - - - - -		158	19	7			
					5,030	15	1
£.		-	-	-	2,665,494	16	2¾

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 9.—A RETURN of the GROUND RENTS, to whom Paid; LEASES GRANTED; Amount of Ground Rents sold, and to what Purpose applied, whether in Liquidation of Debt, or otherwise; from the Year 1832 to the Year 1852, both inclusive.

NAME OF LESSEE.	PREMISES WHERE SITUATE.	Term Granted.	GROUND RENT.	Amount of Rent received.	Amount for which Ground Rent and Reversions sold.	Years' Purchase obtained.	To whom Rents and Purchase-monies paid; To what Purposes applied.
		Years.	£. s. d.	£. s. d.	£. s. d.		
J. Humphery	Wellington-street, Southwark	80	120 – –	210 – –	3,615 – –	30 1/8	
Ditto	Ditto, ditto	80	120 – –	210 – –	3,600 – –	30	
P. Humphery	Ditto, ditto	80	42 – –	73 10 –	1,265 5 –	30 1/8	
R. Ash	Ditto, ditto	80	52 10 –	65 12 6	1,417 10 –	27	
H. Weston and another	Ditto, ditto	80	81 2 6	81 2 6	2,281 12 10	28 1/8	
T. Callaway	Ditto, ditto	80	58 5 –	72 16 3	1,638 5 7	28 1/8	
W. Knott	Ditto, ditto	80	75 – –	75 – –	2,109 7 6	28 1/8	
W. Baigent	Ditto, ditto	80	43 10 –	54 7 6	1,261 10 –	29	
W. Chadwick	Ditto, ditto	80	54 15 –	54 15 –	1,587 15 –	29	
T. Callaway	Ditto, ditto	80	60 – –	75 – –	1,687 10 –	28 1/8	
W. Chadwick	Ditto, ditto	80	54 15 –	54 15 –	1,587 15 –	29	
T. Callaway	Ditto, ditto	80	43 10 –	54 7 6	1,223 8 9	28 1/8	
R. Rowley	Ditto, ditto	80	51 5 –	64 1 3	1,441 8 1	28 1/8	
H. B. Clark	Ditto, ditto	80	58 – –	72 10 –	1,631 5 –	28 1/8	
Miles Burkitt	Ditto, ditto	80	100 – –	125 – –	2,812 10 –	28 1/8	
T. Wallis	Ditto, ditto	80	60 – –	90 – –	1,807 10 –	30 1/8	
A. Chapman	Ditto, ditto	80	1,618 – –	2,748 4 4	40,850 – –	25 1/4 nearly	
J. Scovell and others	Duke-street, ditto	80	110 – –	187 10 –	3,313 15 –	30 1/8	
Ditto	Ditto, ditto	80	25 – –	6 5 –	753 2 6	30 1/8	
Ditto	Ditto, ditto	80	25 – –	6 5 –	753 2 6	30 1/8	
W. Chadwick	Ditto, ditto	80	25 – –	43 15 –	726 – –	29 nearly	The rents and purchase-monies in all cases have been paid to the Chamberlain of London, and applied by him to the purposes of the various Acts of Parliament authorising and directing the improvements. *See* detail of the receipt of rents and purchase-monies, in account hereunto annexed, No. 8.
Ditto	Tooley-street, ditto	80	15 – –	3 15 –	450 – –	30 „	
Ditto	A wharf, &c., Wellington-street, ditto	80	409 10 –	102 7 6	12,200 – –	29 1/4 „	
Ditto	Tooley-street, ditto	80	9 – –	4 10 –	270 – –	30	
G. F. Finden	High-street, ditto	80	34 – –	34 – –	956 5 –	28 1/8	
W. Chadwick	Duke-street, ditto	80	37 – –	9 5 –	1,110 – –	30	
J. Constable	High-street, ditto	80	150 – –	175 – –	4,068 15 –	27 1/8	
W. Chadwick	Ditto, ditto	80	60 – –	75 – –	1,687 10 –	28 1/8	
Ditto	Counter-street (Warehouse), ditto	80	140 – –	230 – –	2,397 10 –	17 1/8	
Ditto	High-street, ditto	80	33 17 3	42 6 6 3/4	952 7 7	28 1/8 nearly	
Ditto	Ditto, ditto	80	36 – –	45 – –	1,012 10 –	28 1/8	
Miles Burkitt	York-street, ditto	80	40 – –	73 6 8	1,000 – –	25	
W. Chadwick	High-street, ditto	80	36 10 –	45 12 6	1,026 11 3	28 1/8	
Ditto	Ditto, ditto	80	48 4 –	60 5 –	1,440 – –	30 nearly	
Ditto	Ditto, ditto	80	50 – –	62 10 –	1,500 – –	30	
Ditto	Counter-street, Southwark	80	31 8 9	39 5 11 1/4	538 7 4	17 1/8	
Ditto	High-street, ditto	80	24 – –	30 – –	675 – –	28 1/8	
Ditto	Ditto, ditto	80	19 16 –	34 13 –	594 – –	30	
J. Humphery	Wellington-street, ditto	80	75 – –	131 5 –	2,306 5 –	30 3/4	
Ditto	Tooley-street, ditto	80	100 – –	125 – –	3,150 – –	31 1/2	
Ditto	Duke-street, ditto	80	30 – –	37 10 –	903 15 –	30 1/8	
Ditto	Ditto, ditto	80	50 – –	62 10 –	1,506 5 –	30 1/8	
Ditto	Ditto, ditto	80	30 – –	52 10 –	915 – –	30 1/2	
Ditto	Ditto, ditto	80	30 – –	52 10 –	915 – –	30 1/2	
Ditto	Ditto, ditto	80	30 – –	52 10 –	915 – –	30 1/2	

(*continued*)

NAME OF LESSEE.	PREMISES WHERE SITUATE.	Term Granted.	GROUND RENT.	Amount of Rent received.	Amount for which Ground Rent and Reversions sold.	Years' Purchase obtained.	To whom Rents and Purchase-monies paid; To what Purposes applied.
		Years.	£. s. d.	£. s. d.	£. s. d.		
J. Humphery	Duke-street, Southwark	80	30 – –	52 10 –	915 – –	30 ½	
Ditto	Ditto, ditto	80	17 10 –	30 12 6	525 – –	30	
Ditto	Wellington-street (Arches) ditto	61	156 – –	156 – –	3,000 – –	19 ¼ nearly	
W. Chadwick	Ditto, ditto	61	28 – –	35 – –	539 – –	19 ¼ nearly	
J. Mossop	High-street, ditto	80	17 – –	25 10 –	476 – –	28	
T. Russell	Ditto, ditto	80	40 – –	70 – –	1,200 – –	30	
W. Chadwick	Ditto, ditto	80	36 11 –	45 13 9	1,027 19 4	28 ½	
J. Humphery	Wellington-street, ditto	80	136 10 –	443 12 6	4,095 – –	30	
W. Chadwick	Duke-street, ditto	80	27 – –	94 10 –	817 – –	30 ⅓	
Ditto	High-street, ditto	80	50 18 10	203 15 4	1,540 – –	30 ¼ nearly	
W. Holcombe	Duke-street, ditto	80	27 – –	– – –	675 – –	25	
Samuel Robertson	King William-street, City	79	64 15 –	113 6 3	1,950 11 10	30 ½	
G. Davidson	Ditto, ditto	80	96 – –	96 – –	3,264 – –	34	
W. Curling and others	Ditto, ditto	80	40 – –	40 – –	1,125 – –	28 ½	
J. Matthew	Ditto, ditto	80	45 – –	45 – –	1,305 – –	29	
W. Chadwick	Ditto, ditto	80	33 – –	33 – –	957 – –	29	
Ditto	Ditto, ditto	80	35 – –	35 – –	1,015 – –	29	
Ditto	Ditto, ditto	80	38 – –	38 – –	1,102 – –	29	
O. Stone and others	Ditto, ditto	80	53 15 –	26 17 6	1,558 15 –	29	
W. Chadwick	Ditto, ditto	80	16 – –	16 – –	464 – –	29	
Ditto	Ditto, ditto	80	33 – –	33 – –	957 – –	29	
Ditto	Ditto, ditto	80	20 – –	20 – –	580 – –	29	
S. Ponder	Ditto, ditto	80	66 10 –	49 17 6	1,928 10 –	29	The rents and purchase-monies in all cases have been paid to the Chamberlain of London, and applied by him to the purposes of the various Acts of Parliament authorising and directing the improvements. *See* detail of the receipt of rents and purchase-monies in Account hereunto annexed, No. 8.
S. Baker	Arthur-street, ditto	80	37 – –	18 10 –	1,017 10 –	27 ½	
Ditto	Ditto, ditto	80	37 – –	18 10 –	1,017 10 –	27 ½	
Ditto	Ditto, ditto	80	37 – –	18 10 –	1,017 10 –	27 ½	
Ditto	Ditto, ditto	80	40 – –	20 – –	1,100 – –	27 ½	
Ditto	Fish-street Hill	80	20 – –	10 – –	550 – –	27 ½	
Ditto	Ditto, ditto	80	20 – –	10 – –	550 – –	27 ½	
Ditto	Ditto, ditto	80	35 16 3	17 18 1 ½	984 16 10	27 ½	
Ditto	King William-street, ditto	80	90 – –	45 – –	2,430 – –	27	
Ditto	Ditto, ditto	80	55 – –	27 10 –	1,485 – –	27	
Ditto	Ditto, ditto	80	52 – –	26 – –	1,430 – –	27	
Ditto	Ditto, ditto	80	52 – –	26 – –	1,430 – –	27	
Ditto	Ditto, ditto	80	52 – –	26 – –	1,430 – –	27	
Ditto	Ditto, ditto	80	52 – –	26 – –	1,430 – –	27	
Ditto	Ditto, ditto	80	52 – –	26 – –	1,430 – –	27	
Ditto	Ditto, ditto	80	62 – –	13 – –	1,705 – –	27	
Ditto	Ditto, ditto	80	96 – –	48 – –	3,264 – –	34	
S. Fossick and another	Ditto, ditto	80	54 – –	40 10 –	1,836 – –	34	
Wm. Chadwick	Ditto, ditto	80	50 – –	50 – –	1,450 – –	29	
J. Albert	Ditto, ditto	80	76 – –	38 – –	2,090 – –	27 ½	
J. Foord	Ditto, ditto	80	54 – –	27 – –	1,836 – –	34	
Wm. Chadwick	Ditto, ditto	80	10 – –	10 – –	290 – –	29	
G. Deane and another	Ditto, ditto	80	131 – –	120 – –	3,684 7 6	28 ½	
C. Webb	Ditto, ditto	80	85 – –	127 10 –	2,550 – –	30	
J. G. Wrench	Ditto, ditto	80	106 – –	212 – –	3,286 – –	31	
Wm. Sewell and another	Ditto, ditto	80	49 – –	85 15 –	1,476 2 6	30 ½	
Wm. Chadwick	Ditto, ditto	80	60 – –	45 – –	1,807 10 –	30 ½	
Ditto	Ditto, ditto	80	36 – –	27 – –	1,084 10 –	30 ½	
J. Locke	Arthur-street, ditto	80	25 – –	6 5 –	800 – –	32	

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		Years.	£. s. d.	£. s. d.	£. s. d.		
O. Stone and another	Arthur-street, City	80	68 – –	34 – –	2,048 10 –	30 ⅛	
Wm. Chadwick	King William-street, ditto	80	37 – –	27 15 –	1,114 12 6	30 ⅛	
J. G. Cope and others	Arthur-street, ditto	80	8 – –	6 – –	248 – –	31	
Sir C. Price, bart.	King William-street, ditto	80	130 – –	Nil	4,046 5 –	31 ⅛	
J. and W. Wild	Arthur-street, ditto	80	17 – –	17 – –	510 – –	30	
Wm. Bennett	King William-street, ditto	80	25 – –	12 10 –	750 – –	30	
Ditto	Ditto, ditto	80	30 – –	15 – –	900 – –	30	
Ditto	Ditto, ditto	80	50 – –	25 – –	1,500 – –	30	
J. Hudson	Ditto, ditto	80	90 – –	45 – –	2,700 – –	30	
Ditto	Ditto, ditto	80	77 – –	38 10 –	2,310 – –	30	
Ditto	Ditto, ditto	80	60 – –	30 – –	1,800 – –	30	
Ditto	Ditto, ditto	80	45 – –	22 10 –	1,350 – –	30	
Ditto	Ditto, ditto	80	25 – –	12 10 –	750 – –	30	
H. Paynter	Ditto, ditto	80	40 – –	20 – –	1,200 – –	30	
Ditto	Ditto, ditto	80	39 8 –	19 14 –	1,182 – –	30	
Ditto	Ditto, ditto	80	65 – –	32 10 –	1,950 – –	30	
J. M. Evans	Arthur-street, ditto	80	16 – –	12 – –	482 – –	30 ⅛	
Ditto	King William-street, ditto	80	50 – –	50 – –	3,795 15 –	30 ⅛	
Ditto	Ditto, ditto	80	76 – –	76 – –			
D. Green	Ditto, ditto	80	95 13 4	287 – –	2,925 – –	30 ½ nearly	
L. South	Ditto, ditto	80	35 16 3	9 3 1½	1,074 7 6	30	
Ditto	Ditto, ditto	80	50 – –	12 10 –	1,500 – –	30	
Ditto	Ditto, ditto	80	45 – –	11 5 –	1,350 – –	30	The rents and purchase-monies in all cases have been paid to the Chamberlain of London, and applied by him to the purposes of the various Acts of Parliament authorising and directing the improvements.
B. Atkinson	Ditto, ditto	80	60 – –	30 – –	1,800 – –	30	
J. Humphery	Ditto, ditto	80	43 14 –	21 17 –	1,311 – –	30	
Wm. Chadwick	Adelaide-place, &c., ditto	80	60 – –	75 – –	1,830 – –	30 ⅛	
Ditto	Ditto, ditto	80	60 – –	75 – –	1,830 – –	30 ½	
Ditto	Ditto, ditto	80	300 – –	375 – –	9,600 – –	32	
S. South	King William-street, ditto	80	45 – –	11 5 –	1,350 – –	30	
J. Lart	Gresham-street, ditto	79	40 – –	10 – –	1,320 – –	33	*See* detail of the receipt of rents and purchase-monies, in account hereunto annexed, No. 8.
L. South	King William-street, ditto	80	25 – –	18 15 –	726 – –	29 nearly	
J. Lart	Gresham-street, ditto	79	303 – –	75 15 –	9,300 – –	30 ¾	
J. Hudson	Arthur-street, ditto	80	24 10 –	24 10 –	715 – –	29 ⅛	
Abel Smith and others	Mansion House-place, &c., ditto	80	80 – –	– – –	2,400 – –	30	
J. Hudson	Arthur-street West	80	71 4 6	71 4 6	2,140 – –	30 nearly	
Fishmongers' Company	Upper Thames-street, City	80	26 – –	Nil	2,000 – –	20 ¾ nearly	
Ditto	Ditto, ditto	80	70 – –	Nil			
J. Barlow	King William-street, ditto	80	50 – –	37 10 –	1,510 – –	30 ½ nearly	
Ditto	Ditto, ditto	80	30 – –	15 – –	902 – –	30 nearly	
B. Shaw	Ditto, ditto	80	41 10 –	41 10 –	1,245 – –	30	
Ditto	Ditto, ditto	80	44 10 –	44 10 –	1,340 – –	30 nearly	
J. Skinner	Moorgate-street, ditto	80	18 – –				
Ditto	Ditto, ditto	80	16 – –				
Ditto	Ditto, ditto	80	16 – –				
Ditto	Ditto, ditto	80	30 – –	Nil	5,300 – –	33 ⅛	
Ditto	Ditto, ditto	80	34 – –				
Ditto	Ditto, ditto	80	46 – –				
C. R. Howard	King William-street, ditto	80	10 – –	Nil	300 – –	30	
J. J. Tanner	Ditto, ditto	80	48 – –	24 – –	1,445 – –	30 nearly	
E. Ronalds	Thames-street, ditto (a vault)		30 – –	300 – –	500 – –	16 ½	
W. L. Grace, leased to Simpson	Little East Cheap, City	80	36 – –	109 1 –	1,969 8 –	30 ¾ nearly	
W. Chadwick	Ditto, ditto	80	9 – –	6 15 –			
Ditto	Ditto, ditto	80	9 – –	6 15 –			
Ditto	Ditto, ditto	80	9 – –	6 15 –			
Wm. Walford	Swan Alley, ditto (counting-house)	21	15 – –	22 10 –	– – –	– – –	
W. Webster	Coleman-street, ditto	– –	1.50 – –	337 10 –	1,770 – –	13 nearly	

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		Years.	£ s. d.	£. s. d.	£. s. d.		
R. Hawkins	London Wall, City	21	80 – –	170 – –	– – –	– – –	
John Hawke	Lad-lane, ditto	80	122 – –	– Nil –	3,775 – –	31 nearly	
Wm. Chadwick	Arthur-street, ditto	80	30 – –	67 10 –	930 – –	31	
J. Hawke	Lad-lane, ditto	80	103 – –	– Nil –	3,200 – –	31 nearly	
J. Lloyd	King William-street, ditto	80	50 – –	125 – –	1,512 10 –	30 ¼	
J. Hudson	Lothbury, ditto	80	205 – –	– Nil –	14,241 4 10	*35 ½ nearly	* This sum includes interest on purchase-money.
Ditto	Ditto, ditto	80	195 – –				
J. Lloyd	King William-street, ditto	80	73 6 4	183 5 10	2,217 16 7	30 ¼	
H. A. Merewether	Cateaton-street, ditto	79	180 – –	– Nil –	5,760 – –	32	
W. Bailey	King William-street, ditto	80	94 17 –	260 16 9	2,987 15 6	30 ½	
W. B. Gurney	Moorgate-street, ditto	79	105 – –	– Nil –	1,500 – –	14 ¼ nearly	
W. Chadwick	King William-street, ditto	80	45 – –	123 15 –	1,383 15 –	30 ¾	
J. Baxendale & another	Lad-lane, ditto	79	200 – –	– Nil –	6,466 – –	32 ¼ nearly	
W. Chadwick	King William-street, ditto	80	50 – –	112 10 –	1,537 10 –	30 ¾	
W. Tite	Cateaton-street, ditto	79	126 – –	1,228 10 –	379 – –	†30 nearly	† Deposit only, paid within the time of this account.
W. Chadwick	King William-street, ditto	80	35 – –	78 15 –	1,076 5 –	30 ¾	
London Life Association	Ditto, ditto	80	163 7 6	285 18 1½	5,228 – –	32	
J. J. Skilbeck	Upper Thames-street, ditto	80	14 – –	– Nil –	420 – –	30	
J. G. Cope	Arthur-street, ditto	80	12 12 –	9 9 –	404 – –	32 nearly	
J. Walters	King-street, ditto	80	120 – –	330 – –	3,840 – –	32	
Sir John Key, Bart.	King William-street, ditto	80	35 – –	– Nil –	1,050 – –	30	
G. Knott	Upper Thames-street, ditto	21	300 – –	750 – –	6,000 – –	20	
H. Cheape and others	Little East Cheap, ditto	80	3 8 –	– Nil –	102 – –	30	
J. Hudson	Moorgate-street, ditto	80	20 – –	95 – –	640 – –	32	
Ditto	Ditto, ditto	80	165 – –	– Nil –	3,500 – –	21 ¼ nearly	
S. Merry	Arthur-street, West, ditto	80	10 – –	– Nil –	300 – –	30	
J. J. Tanner	King William-street, ditto	80	88 5 10	242 16 –½	2,648 15 –	30	
W. Chadwick	Adelaide-place (Arches), ditto	60	60 – –	545 – –	1,080 – –	18	
Ditto	King William-street, ditto	60	95 – –	525 – –	1,710 – –	18	
J. Smith and others	Lombard-street, ditto	80	500 – –	– Nil –	15,000 – –	30	
J. Hudson	King William-street, ditto	80	228 – –	513 – –	7,182 – –	31 ½	
Fishmongers' Company	Adelaide-place (Arches), ditto	60	75 – –	787 10 –	1,300 – –	17 ½	The rents and purchase-monies in all cases have been paid to the Chamberlain of London, and applied by him to the purposes of the various Acts of Parliament authorising and directing the improvements.
J. Hudson	King William street, ditto	80	140 – –	315 – –	4,410 – –	31 ½	
H. Johnson	Moorgate-street, ditto	80	45 – –	22 10 –	1,417 10 –	31 ½	
Ditto	Ditto, ditto	80	31 – –	15 10 –	976 10 –	31 ½	
W. Crawshay	Upper Thames-street, ditto	80	105 – –	262 10 –	3,164 – –	30 ½ nearly	
T. Haynes and others	Moorgate-street, ditto	80	37 10 –	18 15 –	1,205 – –	32 ⅛	
J. Hudson	Ditto, ditto	80	150 – –	600 – –	4,800 – –	32	
C. Good	Ditto, ditto	80	30 – –	15 – –	965 – –	32 ⅛ nearly	
Fishmongers' Company	Upper Thames-street, ditto	80	86 – –	– Nil –	1,715 17 9	20	
Innholders' Company	Moorgate-street, ditto	80	35 – –	– Nil –	1,120 – –	32	*See* detail of the receipt of rents and purchase-monies, in account hereunto annexed, No. 8.
J. J. Tanner	Ditto, ditto	79	35 – –	140 – –	5,750 – –	31 ⅝ nearly	
Ditto	Ditto, ditto	79	50 – –	200 – –			
Ditto	Ditto, ditto	79	35 – –	140 – –			
Ditto	Ditto, ditto	79	62 – –	248 – –			
H. Paynter	Ditto, ditto	80	25 – –	– Nil –	775 – –	31	
J. Taylor	Ditto, ditto	79	50 – –	– Nil –	1,575 – –	31 ½	
W. Chadwick	Ditto, ditto	79	40 – –	– Nil –	1,260 – –	31 ½	
T. B. Simpson	Little East Cheap, ditto	79	40 – –	10 – –	1,120 – –	28	
W. Webster	Moorgate-street, ditto	80	42 – –	31 10 –	1,302 – –	31	
D. Allan	Lothbury, ditto	79	104 – –	286 – –	3,250 – –	31 ¼	
W. Webster	Moorgate-street, ditto	80	42 – –	31 10 –	1,270 10 –	30 ¼	
J. Paynter	Ditto, ditto	79	125 15 –	– Nil –	4,024 – –	32	
Ditto	Ditto, ditto	79	33 – –	24 15 –	3,226 – –	32 ¼ nearly	
Ditto	Ditto, ditto	79	34 – –	25 10 –			
Ditto	Ditto, ditto	79	33 – –	24 15 –			
Ditto	Lothbury, ditto	79	115 – –	– Nil –	3,672 10 9	32 nearly	
R. Palliser	Moorgate-street, ditto	79	52 10 –	26 5 –	1,640 12 6	31 ¼	
T. Haynes and others	Ditto, ditto	79	40 – –	160 – –	2,560 – –	32	
Ditto	Ditto, ditto	79	40 – –	160 – –			
J. Paynter	Ditto, ditto	79	23 – –	17 5 –	4,709 11 –	30 ¼	
Ditto	Ditto, ditto	79	23 – –	17 5 –			
Ditto	Ditto, ditto	79	23 – –	17 5 –			
Ditto	Ditto, ditto	79	22 13 9	17 – 3⅜			
G. & J. Turner	Ditto, ditto	79	32 – –	24 – –			
Ditto	Ditto, ditto	79	32 – –	24 – –			
G. T. Nicholson	King William-street, ditto	80	162 – –	– Nil –	4,283 18 8	26 ½ nearly	
W. M. Christy	Gracechurch-street, ditto	79	100 – –	– Nil –	3,200 – –	32	
J. Chappell	Lombard-street, ditto	37½	105 – –	945 – –	‡ – – –	– – –	‡ £. 2,300, the purchase money for this ground rent, carried to account under Act 5 & 6 Vict. c. 101, the powers of the former Act having expired.
W. D. Hebden and another	Moorgate-street, ditto	79	140 – –	840 – –	4,281 – –	30 ½ nearly	
R. A. Riddell	Ditto, ditto	79	140 – –	80 – –	11,622 – –	32	
Ditto	Ditto, ditto	79	160 – –	270 – –			
Ditto	Ditto, ditto	79	63 3 9	126 7 6			
J. Paynter	Ditto, ditto	79	76 – 10	57 – 7½	2,300 5 –	30 ½	
L. Taverner	Ditto, ditto	79	60 – –	– Nil –	1,860 – –	– – –	

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		Years.	£. s. d.	£. s. d.	£. s. d.		
T. Piper	Fish-street Hill, City	80	25 – –	162 10 –	750 – –	30	
J. Frodsham	Gracechurch-street, ditto	80	37 – –	9 5 –	1,119 5 –	30 ¼	
W. Curling and others	Fish-street Hill, Chapel, do.	80	120 – –	420 – –	3,360 – –	28	
Great Western Railway	Princes-street, ditto	80	17 – –	12 15 –	500 – –	29 ½ nearly	
J. Wilson	Moorgate-street, ditto	79	130 – –	– – –	4,160 – –	32	
L. A. Burton	Gracechurch-street, ditto	80	45 – –	101 5 –			
Ditto	Ditto, ditto	80	45 – –	101 5 –	7,625 – –	30 ½	
Ditto	Ditto, ditto	80	60 – –	135 – –			
Ditto	Ditto, ditto	80	100 – –	225 – –			
J. Paynter	Moorgate-street, ditto	80	22 – –	60 10 –	1,815 – –	30 ¼	
Ditto	Ditto, ditto	80	38 – –	104 10 –			
Ditto	Ditto, ditto	79	50 – –	– – –	1,600 – –	32	
Ditto	Ditto, ditto	79	29 2 –	116 8 –	2,780 – –	32 ¾ nearly	
Ditto	Ditto, ditto	79	28 – –	112 – –			
Ditto	Ditto, ditto	79	28 – –	112 – –			
W. Chadwick	Little East Cheap, ditto	80	9 17 6	9 17 6	318 10 –	32 ¼ nearly	
Ditto	Ditto, ditto	80	12 – –	12 – –	387 – –	32 ¼	
Ditto	Ditto, ditto	80	12 – –	12 – –	387 – –	– – –	
Ditto	Ditto, ditto	80	12 – –	12 – –	387 – –	– – –	
T. Haynes and others	Moorgate-street, ditto	79	30 – –	127 10 –	1,725 – –	30	
Ditto	Ditto, ditto	79	27 10 –	110 – –			
Ditto	Coleman-street, ditto	79	15 – –	63 15 –	450 – –	30	
Ditto	Moorgate-street, ditto	79	35 – –	148 15 –	1,060 – –	30 ¼ nearly	
Drapers' Company	Arthur-street West, ditto	80	20 – –	– – –	600 – –	30	
W. Chadwick	Little East Cheap, ditto	80	12 – –	27 – –	387 – –	32 ¼	
H. Paynter	Moorgate-street, ditto	79	25 – –	Nil – –	775 – –	31	
W. Chadwick	Little East Cheap, ditto	80	12 – –	27 – –	387 – –	32 ¼	
W. Hunter	Moorgate-street, ditto	79	112 – –	Nil – –	3,472 – –	31	
W. Chadwick	Little East Cheap, ditto	80	12 – –	27 – –	387 – –	32 ¼	
Ditto	Ditto, ditto	80	12 – –	27 – –	387 – –	32 ¼	
Ditto	Ditto, ditto	80	12 – –	27 – –	387 – –	32 ¼	
J. Lewis	Arthur-street, ditto	80	5 – –	– – –	150 – –	30	
T. Piper	Little East Cheap, ditto	80	20 – –	20 – –	605 – –	30 ¼	
Sir H. Willcock & others	King William-street, ditto	80	80 – –	100 – –	2,475 – –	31 nearly	
W. Chadwick	Little Tower-street, ditto	79	33 10 –	75 7 6	1,006 – –	30	
Ditto	Ditto, ditto	79	22 – –	49 10 –	709 10 –	32 ¼	
Ditto	Ditto, ditto	79	27 – –	60 15 –	811 – –	30 nearly	
Ditto	Ditto, ditto	79	27 – –	60 15 –	870 15 –	32 ¼	
Ditto	Ditto, ditto	79	27 – –	60 15 –	811 – –	30 nearly	
Ditto	Ditto, ditto	79	18 – –	40 10 –	580 10 –	32 ¼	
Ditto	Ditto, ditto	79	15 – –	33 15 –	483 15 –	32 ¼	
Ditto	Little East Cheap, ditto	79	24 – –	132 – –	720 – –	30	
Ditto	Ditto, ditto	79	13 – –	29 5 –	763 7 6	31	
Ditto	Ditto, ditto	79	11 12 6	26 3 1½			
H. Rowles	Lombard-street	80	140 – –	– – –	4,200 – –	30	
W. Chadwick	Upper Thames-street	80	17 – –	187 – –	544 – –	32	
Ditto	Ditto	80	20 – –	97 13 4	Unsold.	– – –	
Ditto	Ditto	80	15 – –	– – –	– – ditto.	– – –	
Ann Smith	Fish-street Hill	– –	2 2 –	10 10 –	– – ditto.	– – –	
Ground purchased by agreement in respect of which no ground rent was created.							
London and Greenwich Railway	Duke-street, Southwark	– –	– – –	– – –	11,150 – –		
London and Birmingham Railway	King William-street	– –	– – –	– – –	4,444 – 6		
		TOTALS	£.	26,382 5 8¾	529,680 15 6		

The rents and purchase monies in all cases have been paid to the Chamberlain of London, and applied by him to the purposes of the various Acts of Parliament authorising and directing the improvements.

See detail of the receipt of rents and purchase monies, in account hereunto annexed, No. 8.

Chamber of London, Guildhall, 7 April 1853.

A. Brown, Chamberlain.

No. 10.—A RETURN of the Receipt and Expenditure for Improving the Site of the Royal Exchange and the Avenues adjoining thereto, in pursuance of the Acts 1 & 2 Vict., c. 100, and 5 & 6 Vict., c. 101, from 6 July 1839 to 31 December 1852.

Dr.

	£.	s.	d.	£.	s.	d.
To Cash of the Governor and Company of the Bank of England, being the sum authorised to be raised by the Act 1 & 2 Vict., c. 100, viz.:						
In the year 1839	75,000	–	–			
„ 1840	75,000	–	–			
				150,000	–	–
To Cash of ditto, being the sum authorised to be raised by the Act 5 & 6 Vict., c. 101, s. 37, viz.:						
In the year 1844				40,000	–	–
To Amount contributed by the Corporation of London towards completing the improvements, the amount provided by Parliament having proved insufficient for the purpose:						
In the year 1844	15,000	–	–			
„ 1846	8,337	17	4½			
				23,337	17	4½
To Amount transferred from the London Bridge Approaches Account towards the purchase of premises in Threadneedle-street, viz.:						
In the year 1841				500	–	–
To Cash received by the sale of Surplus Building Ground, remaining after the completion of Improvements, viz.:						
In the year 1841	5,500	–	–			
„ 1842	317	3	10			
„ 1845	7,904	7	7			
				13,721	11	5

Cr.

	£.	s.	d.	£.	s.	d.
By the purchase of freehold, leasehold, and other interests in ground and premises required for the purposes of the Acts, viz.:						
In the year 1839	45,073	1	8			
„ 1840	105,712	16	3			
„ 1841	6,852	12	–			
„ 1843	872	–	10			
„ 1844	53,652	18	–			
				213,063	8	9
By law charges, conveyancing, taxed costs, &c., viz.:						
In the year 1839	1,333	11	–			
„ 1840	5,630	12	6			
„ 1841	768	12	6			
„ 1842	43	19	10			
„ 1843	323	10	2			
„ 1844	1,280	18	8			
„ 1845	450	14	–			
„ 1846	395	9	6			
„ 1847	47	–	–			
„ 1850	19	11	10			
				10,294	–	–
By Parliamentary expenses in obtaining the Acts 1 & 2 Vict., c. 100, and 5 & 6 Vict., c. 101, viz.:						
In the year 1840	2,038	15	8			
„ 1843	750	–	–			
„ 1844	605	12	4			
				3,394	8	–
By expenses of surveys and valuation of premises, viz.:						
In the year 1839	300	–	–			
„ 1841	278	1	6			
„ 1843	380	11	–			
„ 1844	535	19	–			
„ 1846	34	3	–			
„ 1847	673	10	8			
				2,202	5	2
By rents, and deficiencies of rates, taxes, and tithes, caused by removal of property, viz.:						
In the year 1840	568	19	6			
„ 1841	520	15	1½			
„ 1842	619	13	11			
„ 1843	614	13	1½			
„ 1844	576	17	10			

To Cash received by the sale of old materials, fixtures, and for rents, viz.:			
In the year 1839	60 7 –		
„ 1840	4,865 12 6		
„ 1841	227 18 1		
„ 1843	52 10 –		
„ 1844	2,543 19 6		
		7,750 7 1	
To an incidental receipt		100 – –	
	£.	235,409 15 10½	

„ 1845	199 10 3½		
„ 1846	4 11 –		
„ 1847	4 11 –		
„ 1848	4 11 –		
„ 1849	4 11 –		
„ 1850	11 12 8		
„ 1851	4 11 –		
„ 1852	12 10 5		
		3,147 7 10½	
By artificers' bills for work done in respect of the said avenues, viz.:			
In the year 1840	132 7 9		
„ 1841	305 18 6		
„ 1842	111 14 6		
„ 1843	4 17 –		
„ 1844	11 16 2		
„ 1846	87 19 8		
		654 13 7	
By interest on temporary advances of monies in aid of the fund, viz.:			
In the year 1842	417 12 6		
„ 1843	584 17 10		
„ 1844	370 2 3		
		1,372 12 7	
By incidental charges and expenses, viz.:			
In the year 1839	170 15 8		
„ 1840	150 – –		
„ 1841	151 1 –		
„ 1842	101 5 –		
„ 1843	150 – –		
„ 1844	153 2 6		
„ 1846	164 6 –		
„ 1847	50 – –		
		1,090 10 2	
		235,219 6 1½	
Balance in hand on the 31st December 1852		190 9 9	
	£.	235,409 15 10½	

Chamber of London, Guildhall,
6 April 1853.

(signed) *A. Brown.*
Chamberlain.

No. 11.—A RETURN of the INCOME and EXPENDITURE in relation to IMPROVEMENTS authorised by the Act 5 & 6 Vict., c. 101, Schedule 1.

Dr. *Cr.*

	£.	s.	d.		£.	s.	d.
To Cash by the sale of Surplus Ground remaining after the formation of the Streets	37,626	10	1	By the Purchase of Freehold, Leasehold, and other Interests in Ground and Buildings for the purposes of the said Acts	45,128	1	11
To Amount contributed by the Corporation of London in aid of the Improvements, the funds provided by Parliament having proved insufficient	15,240	4	6	By Law Charges, Costs in disputed Claims, &c.	4,505	1	–
To Costs incurred in connexion with the purchase of Property	36	13	9	By deficiencies of Rates, Taxes, &c.	87	10	4
To the Sale of old Materials	998	4	5	By Surveyor's Charges for valuing Property, &c.	53	8	6
				By Compensation to Evening Lecturer, Parish Clerk, and others, for loss of Fees, &c., by the pulling down of Saint Bennett Fink Church	470	–	–
				By Expenses in connexion with the pulling down of the Church of Saint Bennett Fink, and removal of the Bodies, &c.	968	15	6
				By Sundry and Miscellaneous Expenses	24	1	–
					51,236	18	3
				Balance in hand on the 31st December 1852	2,664	14	6
£.	53,901	12	9	£.	53,901	12	9

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 12.—A RETURN of the INCOME and EXPENDITURE in pursuance of Act 5 & 6 Vict., c. 101, so far as relates to Money authorised to be received towards making a NEW STREET from Farringdon Street to Clerkenwell Green.

Dr. *Cr.*

	£.	s.	d.		£.	s.	d.
To Cash of the Governor and Company of the Bank of England, the Sum authorised to be raised	25,000	–	–	By Cash to the Commissioners named in and appointed by an Act passed in the 4th year of Her Majesty's reign, intituled, "An Act for opening a Street to Clerkenwell Green, in the County of Middlesex, in continuation of the New Street from Farringdon Street, in the City of London," pursuant to the Act 5th & 6th Vict. c. 101, under the sanction of the Lords Commissioners of Her Majesty's Treasury, towards the expense of completing the said Street from Farringdon Street towards Clerkenwell Green	25,000	–	–
£.	25,000	–	–	£.	25,000	–	–

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 13.—A RETURN of the INCOME and EXPENDITURE in respect of IMPROVEMENTS authorised to be effected in pursuance of the Acts of Parliament, 13 & 14 Vict., c. 103, and 14 & 15 Vict., c. , enabling the Mayor and Commonalty and Citizens of the City of London to complete the IMPROVEMENTS authorised to be made by the CLERKENWELL IMPROVEMENT COMMISSIONERS, from the passing of the first-mentioned Act to 31 December 1852.

Dr. *Cr.*

	£.	s.	d.		£.	s.	d.
To Balance from the late Clerkenwell Commissioners	2	4	1	By discharge of Mortgages of the late Clerkenwell Improvement Commissioners, with Interest	37,470	19	5
To Loan raised under Act 13 & 14 Vict. c. 103	88,000	–	–	By purchase of Securities	84,968	–	6
To Sale of Securities	84,401	19	6	By purchase of Ground	29,527	16	11
				By Law Charges, Costs, &c.	2,079	5	9
To Interest on Monies invested	3,100	16	6	By Rents and Deficiencies of Rates, Taxes, &c.	2,594	6	5
To Sale of Old Materials	500	–	–	By Surveys and Valuations of Premises	1,881	19	6
				By Salaries and Allowances	513	10	–
To Rents received	108	10	7	By Cost of Repairing and Shoring Premises	715	19	6
To incidental Receipt	16	18	–	By incidendal Expenses	69	6	6
					159,821	4	6
				Balance in hand on the 31st December 1852	16,309	4	2
£.	176,130	8	8	£.	176,130	8	8

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 14.—RETURNS of INCOME and EXPENDITURE in each Year to the 31st December 1852, in relation to the MARKET established for the sale of Coals, and for regulating the Vend and Delivery of Coals within the Cities of London and Westminster, and in certain parts of the Counties of Middlesex, Surrey, Kent, and Essex, in aid of which purposes the Coal Duty of One Penny per Ton was applied until the close of the Year 1845.

INCOME.

ITEMS OF INCOME.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.	1842.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To balance of dues payable under Act 47 Geo. 3, c. 68	990 12 8½	—	—	—	—	—	—	—	—	—	—
To amount of the duty of one penny per ton on coals	8,922 5 10	8,499 3 9½	8,531 16 11	9,598 7 8½	10,015 6 1½	10,608 12 2	11,024 13 8½	10,728 14 6	11,113 3 4½	12,142 2 5¾	11,199 17 2
To amount of rents of offices at Coal Market	609 15 6	628 12 6	622 17 –	629 3 –	620 9 9	607 6 –	603 15 6	582 15 6	573 6 9	597 14 –	573 7 6
To dividends on Government securities purchased	- - -	306 3 5	706 17 6	579 8 4	884 – 2	1,047 7 10	1,245 10 11	1,479 2 6	1,743 10 4	2,015 17 1	2,484 8 5
To cash by sale of securities	—	—	—	—	—	—	—	—	—	—	—
To the sale of old materials	—	—	—	—	—	—	—	—	—	—	—
To rents of surplus ground	—	—	—	—	—	—	—	—	—	—	—
To casual receipts	- - -	12 10 –	- - -	- - -	- - -	- - -	165 7 6	—	—	—	—
To temporary loan	—	—	—	—	—	—	—	—	—	—	—
To repayment of loan from Coal-whippers' Fund	—	—	—	—	—	—	—	—	—	—	—
To amount contributed by Corporation towards maintaining the fund	—	—	—	—	—	—	—	—	—	—	—
	10,522 14 –½	9,446 9 8¼	9,861 11 5	10,806 19 –½	11,519 16 –¼	12,263 6 –	13,039 7 7¼	12,790 12 6	13,430 – 5½	14,755 13 6¾	14,257 13 1
Deduct drawback of duty on coals exported pursuant to Act 1 & 2 Vict., cap. 101	- - -	- - -	- - -	- - -	- - -	- - -	10 19 6	288 1 3	338 13 1	297 12 6	397 12 1
TOTAL Net Income £.	10,522 14 –½	9,446 9 8¼	9,861 11 5	10,806 19 –½	11,519 16 –¼	12,263 6 –	13,028 8 1¼	12,502 11 3	13,091 7 4¼	14,458 1 –¾	13,860 1 –

INCOME—*continued.*

ITEMS OF INCOME.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To balance of dues payable under Act 47 Geo. 3, c. 68	—	—	—	—	—	—	—	—	—	—
To amount of the duty of one penny per ton on coals	11,521 14 9¾	10,749 17 –¾	14,421 13 4	3 6 9	The duty of one penny per ton on coals subsequently to the year 1845 carried to the Metropolis Improvement Fund. (*See* account of that fund.)					
To amount of rents of offices at Coal Market	584 10 9	583 16 6	572 5 3	750 15 –	395 11 6	456 – 6	279 13 6	802 14 6	1,420 14 –	1,516 6 6
To dividends on Government securities purchased	2,762 18 –	3,894 11 4	3,247 – 6	3,485 4 10	3,050 3 4	1,760 7 3	658 17 5	92 15 10	- - -	152 19 7
To cash by sale of securities	- - -	- - -	- - -	- - -	37,213 7 2	43,466 1 8	23,052 18 –	5,705 8 9	—	—
To the sale of old materials	- - -	- - -	- - -	- - -	1,000 – –	- - -	202 19 6	- - -	59 15 4	—
To rents of surplus ground and premises	- - -	- - -	- - -	- - -	159 14 8	8 – 4	- - -	- - -	524 5 –	1,679 6 6
To casual receipts	- - -	- - -	- - -	- - -	201 15 4	—	—	—	—	—
To temporary loan	- - -	- - -	- - -	- - -	10,000 – –	—	—	—	—	—
To repayment of loan from Coal-whippers' Fund	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1,000 – –	—
To amount contributed by Corporation towards maintaining the fund	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	20,000 – –
	14,869 3 6¾	15,228 4 10¾	18,240 19 1							
Deduct drawback of duty on coals exported pursuant to Act 1 & 2 Vict. cap. 101	351 16 1	305 1 –	447 15 3							
TOTAL Net Income £.	14,517 7 5¾	14,923 3 10¾	17,793 3 10	4,239 6 7	52,020 12 –	45,690 9 9	24,194 8 5	6,600 19 1	3,004 14 4	23,348 12 7

(*continued*)

EXPENDITURE.

ITEMS OF EXPENDITURE.	1832.	1833.	1834.	1835.	1836.	1837.	1838.	1839.	1840.	1841.	1842.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Parliamentary expenses in relation to the inquiries into the state of the coal trade, (Sessions 1829, 1830, 1836, 1838, and 1845), and in obtaining Acts 1 & 2 Will. 4, 1 & 2 Victoria, &c.	- - -	2,966 1 7	194 1 10	- - -	385 12 1	520 13 3	744 10 1	- - -	183 16 5	—	—
By compensation allowances to the land coal meters of the City of London, on the abolition of their offices, paid under Orders of the Lords Commissioners of Her Majesty's Treasury, pursuant to Act of Parliament	1,502 3 3	1,861 9 5	1,560 2 4	1,491 1 –	1,447 10 9	1,516 18 3	1,390 3 8	1,292 17 –	1,242 16 10	1,175 12 10	940 10 –
By the like to the said meters for Westminster, under the said Orders	1,797 15 1	1,326 10 –	1,272 15 –	1,395 10 –	1,367 – –	1,311 10 –	1,179 8 6	1,123 5 –	1,133 – –	1,103 4 7	1,064 5 8
By the like to the said meters for Middlesex, Essex, &c., under the said Orders	988 2 8	678 9 –	710 18 –	623 18 –	675 12 –	411 12 3	483 4 –	289 15 1	281 – 5	259 7 –	259 7 –
By the like to late clerks at the Coal Market, under said Orders	277 10 –	370 – –	370 – –	370 – –	370 – –	370 – –	370 – –	370 – –	370 – –	370 – –	370 – –
By salaries to clerk and collector at the Coal Market, clerk and registrar, beadles, and others employed in the execution of the Acts	1,230 8 6	1,351 15 –	1,286 15 –	1,286 15 –	1,286 15 –	1,281 11 11	1,271 7 –	1,271 7 –	1,549 1 6	1,380 9 6	1,396 7 4
By repairs and alterations at the Coal Market	596 1 –	131 12 6	136 6 10	90 18 –	62 1 8	615 1 7	15 15 6	118 13 –	69 5 –	79 4 –	107 4 –
By rates, taxes, stationery, printing, insurance, legal expenses incurred in enforcing the provisions of the Acts, and other incidental charges	1,011 13 4	1,276 12 5	809 – 2	798 – 9	780 10 11	537 7 10	443 1 –	600 8 8	836 11 10	1,244 8 6	643 12 11
By purchase of ground and premises for rebuilding the Coal Exchange, including deficiencies of rates, taxed costs, and other expenses incident thereto	—	—	—	—	—	—	—	—	—	—	—
By cost of rebuilding the Coal Exchange, including fittings and furniture	—	—	—	—	—	—	—	—	—	—	—
By purchase of Exchequer Bills	—	—	—	—	—	—	—	—	—	—	—
By re-payment of temporary loan	—	—	—	—	—	—	—	—	—	—	—
By amount transferred by way of loan to Coal Whippers' Fund (Act. 6 & 7 Vict. c. 101.)	—	—	—	—	—	—	—	—	—	—	—
	7,403 13 10	9,962 9 11	6,339 19 2	6,056 2 9	6,375 2 5	6,564 15 1	5,897 8 10	5,066 5 9	5,665 12 –	5,612 6 5	4,785 6 11
Surpluses invested in New £. 3½ and £. 3¼ per Cent. Annuities towards forming a fund for providing for the expenses of the Market, &c.	- - -	15,806 3 5	4,620 5 8	3,329 19 1	4,090 9 8	5,255 5 –	6,096 15 9	7,461 7 4	7,739 11 1	7,712 14 8	9,407 13 8
Total £.	7,403 13 10	25,768 13 4	10,960 4 10	9,386 1 10	10,465 12 1	11,820 – 1	11,994 4 7	12,527 13 1	13,405 3 1	13,325 1 1	14,193 – 7

RETURNS of INCOME and EXPENDITURE in each Year to the 31st December 1852—*continued*.

ITEMS OF EXPENDITURE.	1843.	1844.	1845.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By Parliamentary expenses in relation to the inquiries into the state of the coal trade (Sessions 1829, 1830, 1836, 1838, 1845), and in obtaining Acts 1 & 2 Will. 4, 1 & 2 Vict., &c.	- - -	- - -	- - -	542 13 9	- - -	- - -	- - -	- - -	500 - -	907 12 1
By compensation allowances to the land coal meters of the City of London, on the abolition of their offices, paid under orders of the Lords Commissioners of Her Majesty's Treasury, pursuant to Act of Parliament	917 4 -	921 17 9	848 11 6	892 16 9	796 11 10	702 7 11	660 8 11	637 4 6	550 4 8	498 4 8
By the like to the said meters for Westminster, under the said orders	1,055 - -	1,066 9 9	960 10 -	726 12 10	720 18 3	683 10 -	668 8 5	638 13 -	623 15 7	525 16 6
By the like to the said meters for Middlesex, Essex, &c., under the said orders	256 2 -	256 18 3	261 15 9	251 1 -	211 7 6	207 7 -	193 - 11	192 8 2	144 2 9	154 14 5
By the like to late clerks at the Coal Market, under said orders	370 - -	200 17 10	70 - -	—	—	—	—	—	—	—
By salaries to clerk and collector at the Coal Market, clerk and registrar, beadles, and others employed in the execution of the Acts	1,470 7 6	1,586 5 -	1,486 5 -	1,698 15 11	1,285 18 1	1,212 - -	1,212 - -	1,262 - -	1,338 5 -	1,312 - -
By repairs and alterations at the Coal Market	147 19 -	123 16 -	173 18 -	49 6 -	75 10 6	588 18 6	82 15 5	247 3 7	285 4 -	366 14 6
By rates, taxes, stationery, printing, insurance, legal expenses incurred in enforcing the provisions of the Acts, and other incidental charges	644 4 6	1,073 9 9	838 18 1	1,034 4 9	793 13 11	831 15 1	976 4 3	1,349 5 1	755 5 7	2,606 13 -
By purchase of ground and premises for rebuilding the Coal Exchange, including deficiencies of rates, taxed costs, and other expenses incident thereto	- - -	- - -	- - -	- - -	22,579 1 2	28,432 2 10	4,021 12 4	961 7 2	1,172 10 -	1,360 17 9
By cost of rebuilding the Coal Exchange, including fittings and furniture	- - -	- - -	- - -	- - -	501 3 8	18,800 - -	22,464 6 4	2,350 17 3	—	—
By purchase of securities	- - -	- - -	- - -	- - -	10,058 6 8	- - -	- - -	- - -	- - -	10,000 - -
By repayment of temporary loan	- - -	- - -	- - -	- - -	10,152 1 1	—	—	—	—	—
By amount transferred by way of loan to Coal Whippers' Fund, (Act 6 & 7 Vict. c. 101)	1,000 - -	—	—	—	—	—	—	—	—	—
	5,860 17 -	5,229 14 4	4,639 18 4	5,195 11 -	47,174 12 8	51,458 1 4	30,278 16 7	7,637 18 9	5,369 7 7	17,732 12 11
Surpluses invested in New £. 3 ½ and £. 3 ¼ per cent. annuities, towards forming a fund for providing for the expenses of the Market, &c.	9,328 3 5	10,157 18 4	9,045 18 9	5,000 - -	—	—	—	—	—	—
TOTAL £.	15,189 - 5	15,387 12 8	13,685 17 1	10,195 11 -	47,174 12 8	51,458 1 4	30,278 16 7	7,637 18 9	5,369 7 7	17,732 12 11

COST OF REBUILDING COAL EXCHANGE.

FROM the above Account the Cost of Rebuilding the Coal Exchange, required by the Committee, can be deduced: the cost of Erection being 44,116*l.* 7*s.* 3*d.*, and the gross cost of clearing the ground for the enlarged site, together with incident expenses, being 58,527*l.* 11*s.* 3*d.*, making a total of 102,643*l.* 18*s.* 6*d.*; this amount will be ultimately abated by the produce of the sale of ground and other rents in St. Mary-at-Hill, amounting to 536*l.* 3*s.* 8*d.* per annum.—(*See* Account of Ground Rents.)

Chamber of London, Guildhall,
6 April 1853.

A. Brown, Chamberlain.

No. 15.—COAL MARKET FUND.

A RETURN of the Ground Rents, to whom Paid, Leases Granted, Amount of Ground Rents Sold, and to what Purpose Applied.

Lessee.	Premises where Situate.	Term Granted.	Ground Rent.	Amount of Rent Received.	Amount for which Ground Rent and Reversions Sold.	Years' Purchase Obtained.	To whom Rent and Purchase-money Paid. To what Purposes Applied.
			£. s. d.	£. s. d.	£. s. d.		
Geo. M. Hoare and others	- Blue Anchor, St. Mary-at-Hill.	61 years -	120 – –	524 5 –	Not yet sold	- -	- - The rents have been received by the Chamberlain of London, and applied for the purposes of the Act 1 & 2 Will. 4, c. 76, and subsequent Acts, in relation to the Market established for the sale of Coals.
Robert Aylwin and others	- 89 & 90 Lower Thames-street.	10¾ ,,	373 3 8	1,679 6 6	—		
William Henry Vickers -	St. Mary-at-Hill - -	80 ,,	43 – –	Nil.	—		
		£.	536 3 8	2,203 11 6	—		

Note.—In addition to the above, the sum of 167 *l.* 15 *s.* was received of occupiers in the years 1847 and 1848, previously to leases being granted by the corporation.

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 16.—A RETURN of the Cost of Opening the Coal Exchange, stating from what Fund Paid.

	£. s. d.
To expenses incurred upon the River Thames under direction of the Harbour Master, &c., Her Majesty having graciously signified her intention of proceeding from Westminster by water - - - - - - - - - - - - - - - -	310 15 7
To cost of erection and removal of temporary covered landing-places at Custom House Quay, also covered platform to accommodate spectators of Her Majesty's landing, and passage from the Custom House Quay to the Coal Exchange - - - - -	3,616 18 4
To déjeûner provided for the Royal guests and visitors invited to meet them - - - - - - - - - - - - - -	952 11 6
To refreshments provided to Her Majesty's Gentlemen-at-Arms and Yeomen of the Guard - - - - - - - - -	51 19 10
To stopping streets, advertisements, posting bills, and for extra services of the police on the occasion - - - - - - -	287 6 3
To carpenters and other artificers preparing for the opening - - - - - - - - - - - - - - -	147 – 10
To engraving tickets, music, and sundry incidental expenses - - - - - - - - - - - - - - -	673 13 3
To allowances to clerks and others for extra services - - - - - - - - - - - - - - - -	126 – –
£.	6.166 5 7

The above expenses connected with Her Majesty's contemplated visit to the City and the cost of opening the Coal Exchange were defrayed by the Corporation out of the City's cash.

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 17.—RETURN of the Income and Expenditure of the Duty of One Penny per Ton on Coals, from the 1st January 1846 (the period when such Duty became applicable to Metropolitan Improvements) to the 31st December 1852.

INCOME.

Sources of Income.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
To coal duty of one penny per ton, received -	12,476·12 6¼	13,831 4 4	14,489 19 2½	13,877 6 7½	15,230 – 8	14,467 4 9	15,660 2 7
Deduct Drawback allowed	527 14 7	511 2 10	596 6 9	581 13 2	519 17 1	752 9 5	1,262 5 1
Total Net Income - £.	11,948 17 11¼	13,320 1 6	13,893 12 5½	13,295 13 5¼	14,710 3 7½	13,714 15 4	14,397 17 6

EXPENDITURE.

Items of Expenditure.	1846.	1847.	1848.	1849.	1850.	1851.	1852.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
By expenses of collection and management -	29 18 –	50 9 6	60 2 –	60 2 –	62 6 –	60 2 –	60 2 –
By purchase of consolidated 3 *l.* per cent. annuities in the names of Her Majesty's Commissioners of Woods, Forests, &c. (Act 8 & 9 Vict. c. 101) - -	11,918 19 11¼	13,269 12 –	13,833 10 5½	3,198 14 –	—	—	—
By amounts paid quarterly to the account of Her Majesty's said Commissioners (Act 9 & 10 Vict. c. 34) -	- - -	- - -	- - -	10,036 17 5½	14,647 17 7½	13,654 13 4	14,337 15 6
Total Expenditure £.	11,948 17 11¼	13,320 1 6	13,893 12 5½	13,295 13 5½	14,710 3 7½	13,714 15 4	14,397 17 6

Chamber of London, Guildhall, 6 April 1853.

A. Brown, Chamberlain.

No. 18.—AN ACCOUNT of all Monies which have been raised for Public Works executed, Buildings erected, or Street Improvements effected, out of the Coal Duties receivable by the Corporation of London, in the character of Trustees for Administration or otherwise, since the same were made chargeable by Parliament for such Purposes in the Year 1766, distinguishing such Works, &c. as are situate in the City of London, such as are altogether without the City, and such as partake of a Mixed Character, being for the benefit of the City as well as of the adjoining Districts; stating also the Public Bodies or Persons entrusted by Parliament with the execution of such Works and Improvements.

Note.—Strictly speaking, there are very few improvements which have been charged solely on Coal Duties; a very large proportion of the Public Works and Improvements undermentioned were effected out of the "Orphans' Fund" and the "London Bridge Approaches Fund," which Funds consisted of other sources of Income besides those derived from Coal Duties. Those Improvements, &c. effected solely from Coal Duties are marked with an asterisk, thus (*).

PUBLIC WORKS, BUILDINGS, or STREET IMPROVEMENTS.	Public Bodies or Persons entrusted with the Execution of Works and Improvements.	AMOUNTS RAISED FOR PUBLIC WORKS, &c.		
		Situate within the City of London.	Situate without the City of London.	Of a Mixed Character, being for the Benefit of the City as well as the adjoining Districts.
		£. s. d.	£. s. d.	£. s. d.
Building the bridge across the River Thames from Blackfriars, in the City of London, to Upper Ground-street, in the county of Surrey, now called Blackfriars Bridge, and forming the avenues thereto, and embanking the north abutment of the said bridge.	- - Corporation of the City of London.	- - -	- - -	210,000 - -
Increasing the fund for watching, lighting, cleansing, watering, and repairing the said bridge.	- - ditto - -	- - -	- - -	20,000 - -
Repairing the Royal Exchange in the City of London.	- - ditto - -	10,000 - -	—	—
Rebuilding the county gaol for London, Middlesex, &c. (Newgate).	- - ditto - -	- - -	- - -	50,000 - -
Redeeming the tolls on London Bridge -	- - ditto - -	- - -	- - -	30,000 - -
Completing rebuilding of Newgate Prison and a Sessions House for London and Middlesex.	- - ditto - -	- - -	- - -	40,000 - -
Opening communications between Wapping-street and Ratcliffe Highway, and between Old Gravel-lane and Virginia-street, all in the county of Middlesex.	- - Commissioners appointed under Act 17 Geo. 3, c. 22.	- - -	1,000 - -	—
Widening the avenues from the Minories, through Goodman's Yard, into Prescott street, and through Swan-street and Swan-alley into Mansell-street, and from Whitechapel through Somerset-street into Great Mansell-street, all in the county of Middlesex.	- Commissioners named in the Act 18 Geo. 3, c. 50.	- - -	1,500 - -	—
Completing the paving of the town and borough of Southwark, and certain parts adjacent.	- - Commissioners for executing Act 6 Geo. 3, for paving town and borough of Southwark.	- - -	4,000 - -	—
Erecting a new Sessions House for the county of Middlesex (Clerkenwell Sessions House).	- - Justices of the peace for the county of Middlesex.	- - -	11,000 - -	—
Making a new line of streets from Moorfields, opposite Chiswell-street, towards the east, into Bishopsgate-street (now Crown-street and Sun-street); also from the east end of Chiswell-street westward into Barbican.	- - Corporation of the city of London.	- - -	- - -	16,500 - -
Erecting a Court for the Dean and Chapter of Westminster, and for the Quarter Sessions of the Peace for the city and liberty of Westminster.	- - Dean of Westminster, and other Commissioners named in Act 18 Geo. 3, c. 72.	- - -	5,500 - -	—
Paving the road from Aldersgate-bars to turnpike in Goswell-street, in the county of Middlesex.	- - Commissioners of Sewers, &c. of the city of London.	- - -	5,000 - -	—
Making a new street from Crispin-street, near Spitalfields Church, into Bishopsgate-street (now called Union-street), in the city of London and in the county of Middlesex.	- Commissioners named in the Act 18 Geo. 3, c. 78.	- - -	- - -	9,000 - -

(continued)

PUBLIC WORKS, BUILDINGS, or STREET IMPROVEMENTS.	Public Bodies or Persons entrusted with the Execution of Works and Improvements.	AMOUNTS RAISED FOR PUBLIC WORKS, &c.		
		Situate within the City of London.	Situate without the City of London.	Of a Mixed Character, being for the Benefit of the City as well as the adjoining Districts.
		£. s. d.	£. s. d.	£. s. d.
Widening and improving Dirty-lane and part of Brick-lane, leading from Whitechapel to Spitalfields; and for paving Dirty-lane, Petticoat-lane, Wentworth-street, Old Montague-street, Chapel-street, Princes-row, &c., all in the county of Middlesex.	- - Commissioners appointed by the Act 18 Geo. 3, c. 80.	- - -	1,500 - -	—
Purchasing of the owners and proprietors thereof the Coal Exchange, in order to make the same a free market.	- - Corporation of the City of London.	*25,600 - -	—	—
Repairing the common sewer in New Bridge-street, Blackfriars.	- - Commissioners of Sewers of the city of London.	9,000 - -	—	—
Widening and improving the entrance into London near Temple Bar; improving the Strand and Fleet-street, and formation of Pickett-street, and for making a new street from the east end of Snow-hill to the bottom of Holborn-hill, now called Skinner-street.	- - Corporation of the city of London.	- - -	- - -	246,300 - -
Erecting new prison for debtors for London and Middlesex (Whitecross-street Prison).	- - ditto - -	- - -	- - -	95,000 - -
Improving and granting building leases of ground in Moorfields.	- - ditto - -	5,000 - -	—	—
Providing a site for the General Post Office, and improving the west end of Cheapside, St. Martin's-le-Grand, Aldersgate-street, St. Ann's-lane, and Foster-lane.	- - ditto - -	- - -	- - -	80,000 - -
Improving existing approaches and forming new approaches to London Bridge; viz., in High-street, Tooley-street, Montague-close, Pepper-alley, White-horse-court, Chequer-court, Chaingate, Churchyard-passage, St. Saviour's Churchyard, Carter-lane, Boar's-head-place, Fryingpan-alley, Green Dragon-court, Joyner-street, Red Lion-street, Counter-street, Three Crown-court, and the east front of the Town Hall, all in the borough of Southwark -				
Also ground and premises at the north-west foot of London Bridge: Upper Thames-street, Redcross Wharf, Mault's Wharf, Hightimber-street, and Broken Wharf, Swan-passage, Churchyard-alley, site of Fishmongers' Hall, Great Eastcheap, Little Eastcheap, Star-court, Fish-street-hill, Little Tower-street, Idol-lane, St. Mary-at-Hill, Crooked-lane, Miles's-lane, Three Tun-alley, Warren-court, Cannon-street, Gracechurch-street, Bell-yard, Martin's-lane, Nicholas-lane, Clements-lane, Abchurch-lane, Sherborne-lane, St. Swithin's-lane, Cornhill, Lombard-street, Dove-court, Fox Ordinary-court, Old Post-office Chambers, Mansion-house-street, Princes-street, Coleman-street, Coleman-street-buildings, Moorgate-street, London Wall, Lothbury, Tokenhouse-yard, King's Arms-yard, Great Bell-alley, Packer's-court, White's-alley, Great Swan-alley, Crown-court, George-yard, Red Lion-court, Cateaton-street, Gresham-street, Milk street, Wood-street, King-street, Basinghall-street, Houndsditch, Lad-lane, Threadneedle-street, Aldgate High-street, and Maiden-lane, all in the city of London	- ditto - -	- - -	- - -	1,000,000 - - (1)*21,421 18 1½

(1) Contributed in aid by Corporation out of the 4 *d.* duty.

PUBLIC WORKS, BUILDINGS, or STREET IMPROVEMENTS.	Public Bodies or Persons entrusted with the Execution of Works and Improvements.	AMOUNTS RAISED FOR PUBLIC WORKS, &c.		
		Situate within the City of London.	Situate without the City of London.	Of a Mixed Character, being for the Benefit of the City as well as the adjoining Districts.
		£. s. d.	£. s. d.	£. s. d
Formation of Farringdon-street, removal of Fleet Market, and erection of Farringdon Market, in the city of London.	Corporation of the city of London.	250,000 – –	—	—
Enlarging the site of the Royal Exchange in the city of London, after its destruction by fire in the year 1838, including improvements and widening of the adjoining streets; viz., Cornhill, Freeman's-court, Threadneedle-street, Broad-street; and removal of the Church of St. Benet Fink, the French Protestant church houses, called Bank-buildings, and Sweetings-alley, &c.	ditto – – 228,578 *l.* 1 *s.* 10½ *d.*	150,000 – – 40,000 – – (2) *23,337 17 4½ (3) *15,240 4 6	— — — —	— — — —
Formation of a new street from the end of Coventry-street to the junction of Newport-street and Long Acre (Cranbourn-street), continuing the line of street from Waterloo Bridge, already completed to Bow-street (Upper Wellington-street), and thence northward into Broad-street, Holborn, and thence to Charlotte-street, Bloomsbury, extending Oxford-street in a direct line through St. Giles's, so as to communicate with Holborn, at or near Southampton-street (New Oxford-street); also, widening the northern and southern extremities of Leman-street, Goodman's Fields, and forming a new street from the northern side of Whitechapel to the front of Spitalfields Church (Commercial-street), and forming a new street from Rosemary-lane to East Smithfield, near to the entrance of the London Docks; also, formation of a street from the neighbourhood of the Houses of Parliament, towards Buckingham Palace, in the city of Westminster, (Victoria-street), all in the county of Middlesex; also, formation of a line of new street between Southwark and Westminster Bridges, in the county of Surrey – – – – –	Her Majesty's Commissioners of Woods, Forests, and Land Revenues, 665,000 *l.* – –	– – – – – – – – – – – – – – – – – –	200,000 – – 100,000 – – 189,000 – – 116,000 – – 30,000 – – 30,000 – –	— — — — — —
Forming a new street from the northern end of Victoria-street, Holborn (formed by the corporation), to Clerkenwell-green, all in the county of Middlesex.	Clerkenwell Improvement Commissioners.	– – –	25,000 – –	—
Formation of the new street, from Spitalfields to Shoreditch, in the county of Middlesex – – – – –	Her Majesty's Commissioners of Woods, &c. – – –	– – –	(5) *120,000 – – *60,000 – –	— —
Building the new Coal Market, Lower Thames-street, providing an enlarged site, and widening Thames-street, and St. Mary-at-Hill – – – –	Corporation of the City of London –	*102,643 11 3 (4) *20,000 – –	— —	— —

(2) Contributed by Corporation, out of 4 *d.* Coal Duty, in aid of Improvements (5 & 6 Vict., c. 101, Schedule 2).

(3) Contributed by Corporation, out of 4 *d.* Coal Duty, in aid of Improvements (5 & 6 Vict., c. 101, Schedule 1).

(4) Contributed by the Corporation in aid, out of the 4 *d.* Coal Duty. The Total contributed in aid of these four Improvements is 80,000 *l.*

(5) There may probably be some addition to this sum, which can be rendered only by Her Majesty's Commissioners of Works, &c.

PUBLIC WORKS, BUILDINGS, or STREET IMPROVEMENTS.	Public Bodies or Persons entrusted with the Execution of Works and Improvements.	AMOUNTS RAISED FOR PUBLIC WORKS, &c.		
		Situate within the City of London.	Situate without the City of London.	Of a Mixed Character, being for the Benefit of the City as well as the adjoining Districts.
		£. s. d.	£. s. d.	£. s. d.
Formation of a new line of streets from King William-street, London Bridge, to the south side of St. Paul's Cathedral, by widening and improving Cannon-street; making a new street from Cannon-street, near Budge-row, to Queen-street; and another street from west side of Queen-street, in a direct line to St. Paul's Churchyard, and widening Queen-street from the junction of the said new street to Southwark Bridge; also improving Holborn-bridge and Field-lane; and effecting an improvement in Gracechurch-street and Ship Tavern Passage, Threadneedle-street, and Finch-lane, &c., all in the City of London - - -	Corporation of the City of London -	*300,000 – – *200,000 – – *40,000 – –	— — —	— — —
Finishing the new street (left incomplete by the Clerkenwell Improvement Commissioners) from the end of Victoria-street, Farringdon-street, to Coppice-row, Clerkenwell, all in the county of Middlesex.	- - ditto - -	- - - -	88,000 – –	—
	TOTALS - - £.	1,190,821 13 1½	987,500 – –	1,818,221 18 1½

SUMMARY.

	£. s. d.
Within the City of London - - - - - - -	1,190,821 13 1½
Without the City - - - - - - - - -	987,500 – –
Of a mixed character - - - - - - - -	1,818,221 18 1½
TOTAL - - - £.	3,996,543 11 3

Note.—The above Return has been made out, as nearly as possible, in conformity with the terms of the Order; but in some cases it has been found difficult to classify the particular works and improvements under the heads specified. Strictly speaking, they all of them "partake of a mixed character, being for the benefit of the City as well as the adjoining districts;" for example, the enlarged sewer, constructed in Bridge-street, although locally within the City forms, as is recited in the Act of Parliament, "the main or principal drain for a large part of the county of Middlesex." The Coal Exchange, although within the City, is yet free to factors and merchants wherever they may be resident; while new thoroughfares within the City, such as the approaches to London Bridge, are extensively used by persons residing in Surrey, and the public generally. On the other hand, new thoroughfares without the City, such as New Oxford-street, must exercise a beneficial influence upon the traffic in Holborn, and other streets within the City.

A. Brown, Chamberlain.

☞ A Map has been prepared, explanatory of the above return, by direction of the Corporation.

No. 19.—RETURN of the Date of each Improvement in the Metropolis Chargeable to the Coal Tax. Appendix, No. 2.

Note.—Strictly speaking, there are very few improvements charged solely on Coal Duties, a very large proportion of the Public Works and improvements undermentioned were effected out of the "Orphans' Fund" and the "London Bridge Approaches Fund," which Fund consisted of other sources of income besides those derived from Coal Duties.

Public Works, Buildings, or Street Improvements.	Date of each Improvement.
Building the bridge across the River Thames from Blackfriars, in the city of London, to Upper Ground-street, in the county of Surrey, now called Blackfriars Bridge, and forming the avenues thereto, and embanking the north abutment of the said bridge.	- - Commenced about the year 1759.
Increasing the fund for watching, lighting, cleansing, watering, and repairing the said bridge.	- - Applied in the year 1812.
Repairing the Royal Exchange in the city of London - -	- - Commenced in the year 1768.
Re-building the County Gaol for London, Middlesex, &c., (Newgate).	- - Ditto - 1769.
Redeeming the tolls on London Bridge - - - - - -	In the year 1767.
Completing re-building of Newgate Prison and a Sessions House for London and Middlesex.	- - From the year 1778 to 1785.
Opening communications between Wapping-street and Ratcliff-highway; and between Old Gravel-lane and Virginia-street, all in the county of Middlesex.	About the year 1778.
Widening the avenues from the Minories through Goodman's-yard into Prescott-street, and through Swan-street and Swan-alley into Mansell-street; and from Whitechapel through Somerset-street into Great Mansell-street, all in the county of Middlesex.	- - Ditto.
Completing the paving of the Town and Borough of Southwark and certain parts adjacent.	- - Ditto.
Erecting a new Sessions House for the county of Middlesex (Clerkenwell Sessions House).	- - Ditto.
Making a new line of streets from Moorfields, opposite Chiswell-street, towards the east, into Bishopsgate-street (now Crown-street and Sun-street); also from the east end of Chiswell-street, westward, into Barbican.	- - From the year 1778 to 1815.
Erecting a court for the Dean and Chapter of Westminster and for the Quarter Sessions of the Peace for the city and liberty of Westminster.	- - About the year 1778.
Paving the road from Aldersgate-bars to turnpike in Goswell-street, in the county of Middlesex.	- - From the year 1778 to 1784.
Making a new street from Crispin-street, near Spitalfields Church, into Bishopsgate-street (now called Union-street), in the city of London and county of Middlesex.	- - About the year 1778.
Widening and improving Dirty-lane and part of Brick-lane, leading from Whitechapel to Spitalfields; and for paving Dirty-lane, Petticoat-lane, Wentworth-street, Old Montague-street, Chapel-street, Princes-row, &c.; all in the county of Middlesex.	- - Ditto.
Purchasing of the owners and proprietors thereof, the Coal Exchange, in order to make the same a free market.	In the year 1803–4.
Repairing the common sewer in New Bridge-street, Blackfriars -	- - From the year 1796 to 1800.
Widening and improving the entrance into London near Temple Bar; improving the Strand and Fleet-street, and formation of Pickett-street; and for making a new street from the east end of Snow-hill to the bottom of Holborn-hill, now called Skinner-street.	- - From the year 1795 to 1811.

Appendix, No. 2.

Public Works, Buildings, or Street Improvements.	Date of each Improvement.
Erecting new prison for debtors for London and Middlesex (Whitecross-street Prison).	- - From the year 1812 to 1820.
Improving and granting building leases of ground in Moorfields	- - Ditto.
Providing a site for the General Post Office; and improving the west end of Cheapside, St. Martin's-le-Grand, Aldersgate-street, St. Ann's-lane, and Foster-lane.	- - From the year 1815 to 1824.
Improving existing approaches and forming new approaches to London Bridge; viz., in High-street, Tooley-street, Montague-close, Pepper-alley, Whitehorse-court, Chequer-court, Chain-gate, Churchyard-passage, St. Saviour's Churchyard, Carter-lane, Boar's Head-place, Fryingpan-alley, Green Dragon-court, Joyner-street, Red Lion-street, Counter-street, Three Crown-court, and the east front of the Town Hall; all in the borough of Southwark - - - - - - - - - - -	
Also ground and premises at the north-west foot of London Bridge; Upper Thames-street, Redcross Wharf, Mault's Wharf, High Timber-street and Broken Wharf, Swan-passage, Churchyard-alley, site of Fishmongers' Hall, Great Eastcheap, Little Eastcheap, Star-court, Fish-street-hill, Little Tower-street, Idol-lane, St. Mary-at-hill, Crooked-lane, Miles's-lane, Three Tun-alley, Warren-court, Cannon-street, Gracechurch-street, Bell-yard, Martin's-lane, Nicholas-lane, Clement's-lane, Abchurch-lane, Sherbourne-lane, St. Swithin's-lane, Cornhill, Lombard-street, Dove-court, Fox Ordinary-court, Old Post Office Chambers, Mansion-house-street, Princes-street, Coleman-street, Coleman-street Buildings, Moorgate-street, London-wall, Lothbury, Tokenhouse-yard, King's Arms-yard, Great Bell-alley, Packer's-court, White's-alley, Great Swan-alley, Crown-court, George-yard, Red Lion-court, Cateaton-street, Gresham-street, Milk-street, Wood-street, King-street, Basing-hall-street, Houndsditch, Lad-lane, Threadneedle-street, Aldgate High-street, and Maiden-lane; all in the city of London -	From the year 1824 to 1846.
Formation of Farringdon-street, removal of Fleet Market and erection of Farringdon Market, in the city of London.	- - From the year 1825 to 1831.
Enlarging the site of the Royal Exchange, in the city of London, after its destruction by fire in the year 1838, including improvements and widening of the adjoining streets; viz., Cornhill, Freeman's-court, Threadneedle-street, Broad-street; and removal of the Church of St. Benet Fink, the French Protestant Church, houses called Bank-buildings and Sweeting's-alley, &c.	- - From the year 1839 to 1844.
Forming a new street from the northern end of Victoria-street, Holborn (formed by the corporation), to Clerkenwell-green; all in the county of Middlesex.	In the year 1844.
Building the new Coal Market, Lower Thames-street, providing an enlarged site, and widening Thames-street and St. Mary-at-hill.	- - From the year 1847 to 1850.
Finishing the new street (left incomplete by the Clerkenwell Improvement Commissioners) from the end of Victoria-street, Farringdon-street, to Coppice-row, Clerkenwell; all in the county of Middlesex.	- - Commenced in the year 1851.

Note.—There are other improvements in the metropolis chargeable upon coal duties, which have been effected by Her Majesty's Commissioners of Woods, &c. The dates of these improvements can be more correctly given by Her Majesty's Board of Works.

Chamber of London,
20 April 1853.

For the Chamberlain of London,
Benjamin Scott, Chief Clerk.

No. 20.—A RETURN of the Income derived annually since 1832 from Coal Duty, distinguishing the Amount derived from Inland Coal, from that derived from Coal entering the Port of London. Appendix, No. 2.

DUTY OF 8*d.* PER TON.

*Years.	Port of London.			Inland Coal.			Total.			Drawback.			Net Income.		
	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.	£.	s.	d.
1833	68,864	2	8	146	10	4	69,010	13	–	-	-	-	69,010	13	–
1834	67,943	12	8	62	1	4	68,005	14	–	-	-	-	68,005	14	–
1835	76,632	4	8	33	9	8	76,665	14	4	-	-	-	76,665	14	4
1836	79,875	4	8	39	19	6	79,915	4	2	-	-	-	79,915	4	2
1837	85,120	8	8	77	9	4	85,197	18	–	-	-	-	85,197	18	–
1838	88,647	10	8	56	4	2	88,703	14	10	87	16	–	88,615	18	10
1839	85,405	13	4	431	2	–	85,836	15	4	2,304	10	–	83,532	5	4
1840	88,695	19	4	739	12	4	89,705	11	8	2,709	4	8	86,996	7	–
1841	95,112	15	4	1,119	16	6	96,232	11	10	2,381	–	–	93,851	11	10
1842	88,594	13	4	1,050	12	8	89,645	6	–	3,180	16	8	86,464	9	4
1843	91,609	8	–	1,156	2	6	92,765	10	6	2,814	8	8	89,951	1	10
1844	85,779	1	4	2,408	10	6	88,187	11	10	2,440	8	–	85,747	3	10
1845	110,208	4	–	2,289	11	11½	112,497	15	11½	3,582	2	–	108,915	13	11½
1846	99,191	9	4	1,147	5	9	100,338	15	1	4,221	16	8	96,116	18	5
1847	107,962	1	4	1,437	11	11	109,399	13	3	4,089	2	8	105,310	10	7
1848	116,478	8	–	1,963	2	1	118,441	10	1	4,770	14	–	113,670	16	1
1849	108,653	18	–	1,392	15	8	110,046	13	8	4,653	5	4	105,393	8	4
1850	117,205	6	8	3,159	18	4	120,365	5	–	4,158	16	8	116,206	8	4
1851	109,358	8	–	8,248	2	9	117,606	10	9	6,019	15	4	111,586	15	5
1852	110,029	10	8	13,627	13	3	123,657	3	11	10,098	–	8	113,559	3	3

* With respect to the Duty of 8*d.* per Ton, the Year ends on the 5th January; in the other cases, on the 31st December in each Year.

Appendix, No. 2.

DUTY OF 4 *d.* PER TON.

YEARS.	PORT OF LONDON.			INLAND COAL.			TOTAL.			DRAWBACK.			NET INCOME.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
1833	33,923	10	–	81	1	5	34,004	11	5	-	-	-	34,004	11	5
1834	34,096	7	–	32	10	8	34,128	17	8	-	-	-	34,128	17	8
1835	38,376	16	–	17	12	5	38,394	8	5	-	-	-	38,394	8	5
1836	40,041	4	8	20	7	3	40,061	11	11	-	-	-	40,061	11	11
1837	42,395	14	–	35	17	–	42,431	11	–	-	-	-	42,431	11	–
1838	44,070	12	8	27	2	10	44,097	15	6	43	18	–	44,053	17	6
1839	42,699	7	–	189	1	–	42,888	8	–	1,152	5	–	41,736	3	–
1840	44,082	17	4	375	6	7	44,458	3	11	1,354	12	4	43,103	11	7
1841	48,008	11	8	513	5	6	48,521	17	2	1,190	10	–	47,331	7	2
1842	44,274	2	4	524	16	–	44,798	18	4	1,590	8	4	43,208	10	–
1843	45,508	18	–	571	18	9	46,080	16	9	1,407	4	4	44,673	12	5
1844	41,795	3	–	1,193	2	11	42,988	5	11	1,220	4	–	41,768	1	11
1845	56,541	17	4	1,199	6	3½	57,741	3	7½	1,791	1	–	55,950	2	7½
1846	49,346	4	–	575	15	7	49,921	19	7	2,110	18	4	47,811	1	3
1847	54,606	1	4	678	5	10	55,284	7	2	2,044	11	4	53,239	15	10
1848	56,978	6	–	1,014	2	10	57,992	8	10	2,385	7	–	55,607	1	10
1849	54,821	13	4	693	19	10¼	55,515	13	2½	2,326	12	8	53,189	–	6¼
1850	59,093	10	4	1,426	6	6	60,519	16	10	2,079	8	4	58,440	8	6
1851	54,104	15	8	4,252	18	4	58,357	14	–	3,009	17	8	55,347	16	4
1852	55,821	6	8	6,819	3	8	62,640	10	4	5,049	–	4	57,591	10	–

DUTY OF 1 *d.* PER TON.

YEARS.	PORT OF LONDON.			INLAND COAL.			TOTAL.			DRAWBACK.			NET INCOME.		
	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*	£.	*s.*	*d.*
1833	8,480	17	6	18	6	3¼	8,499	3	9¼	-	-	-	8,499	3	9¼
1834	8,524	1	9	7	15	2	8,531	16	11	-	-	-	8,531	16	11
1835	9,594	4	–	4	3	8½	9,598	7	8½	-	-	-	9,598	7	8½
1836	10,010	6	2	4	19	11¼	10,015	6	1¼	-	-	-	10,015	6	1¼
1837	10,598	18	6	9	13	8	10,608	12	2	-	-	-	10,608	12	2
1838	11,017	13	2	7	–	6¼	11,024	13	8¼	10	19	6	11,013	14	2¼
1839	10,674	16	9	53	17	9	10,728	14	6	288	1	3	10,440	13	3
1840	11,020	14	4	92	9	–½	11,113	3	4½	338	13	1	10,774	10	3½
1841	12,002	2	11	139	19	6¾	12,142	2	5¾	297	12	6	11,844	9	11¾
1842	11,068	10	7	131	6	7	11,199	17	2	397	12	1	10,802	5	1
1843	11,377	4	6	144	10	3¾	11,521	14	9¾	351	16	1	11,169	18	8¾
1844	10,448	15	9	301	1	3¾	10,749	17	–¾	305	1	–	10,444	16	–¾
1845	14,135	9	4	286	4	–	14,421	13	4	447	15	3	13,973	18	1
1846	12,336	11	–	140	1	6¼	12,476	12	6¼	527	14	7	11,948	17	11¼
1847	13,651	10	4	179	14	–	13,831	4	4	511	2	10	13,320	1	6
1848	14,244	11	6	245	7	8⅓	14,489	19	2⅓	596	6	9	13,893	12	5½
1849	13,705	8	4	171	18	3⅓	13,877	6	7½	581	13	2	13,295	13	5½
1850	14,773	7	7	456	13	1½	15,230	–	8½	519	17	1	14,710	3	7½
1851	13,526	3	11	941	–	10	14,467	4	9	752	9	5	13,714	15	4
1852	13,955	6	8	1,704	15	11	15,660	2	7	1,262	5	1	14,397	17	6

Chamber of London, 25 April 1853. *Benjamin Scott*, Chief Clerk.

Dr. No. 21.—The Coal Duty of 4 *d.* per Ton, with reference to the Charges upon it, effected by the Corporation of London, for public Improvements. *Cr.*

		£.	s.	d.	£.	s.	d.			£.	s.	d.	£.	s.	d.
1844 - -	To loan from Union Bank of London, and others - - - - - - -	30,000	–	–				1849 & 1850	By temporary loan to New Prison Fund -	–	–	–	45,000	–	–
	„ ditto from Guardian Fire Office - -	20,000	–	–				1847 - -	„ discharge of part of debt (loan of 50,000 *l.*) - - - - - -	–	–	–	10,000	–	–
					50,000	–	–								
1848 - -	„ cash on account of loan from the Governor and Company of the Bank of England - - - - - -	50,000	–	–					„ contribution to the undermentioned accounts towards completing the respective improvements, the fund provided by Parliament having proved insufficient:						
1849 - -	„ ditto - ditto - - - - - -	150,000	–	–											
1850 - -	„ ditto - ditto - - - - - -	75,000	–	–											
1851 - -	„ ditto - ditto - - - - - -	25,000	–	–				1849 - -	London Bridge Approaches (*vide* Account, No. 18) - - - -	21,421	18	1½			
					300,000	–	–								
1851 - -	„ cash on account of loan from A. Brown, esq. - - - - - - -	80,000	–	–				1849 - -	Royal Exchange Avenues (*vide* ditto)	23,337	17	4½			
	„ ditto of John Giles Pilcher, esq. -	60,000	–	–				1849 - -	Ditto - (*vide* ditto) - - -	15,246	4	6			
1852 - -	„ ditto of W. Wigram, esq. - - -	10,000	–	–				1852 - -	Ditto St. Mary-at-Hill Improvement (*vide* ditto) - - - - -	20,000	–	–			
	„ ditto of Messrs. Alexander & Co. -	50,000	–	–									80,000	–	–
					200,000	–	–	1847 to 1852	„ purchase of ground, Cannon-street, Tudor-street, Holborn-hill, &c. -	–	–	–	616,827	11	6½
1852 - -	„ loan from Union Bank of London -	–	–	–	40,000	–	–								
1845 & 1852	„ amount received from the City's cash, under resolution of 25th Sept. 1845	–	–	–	140,000	–	–	1847 to 1852	„ law charges, conveyancing, &c. - -	–	–	–	21,889	6	11
1850 - -	„ contra loan to New Prison fund repaid	45,000	–	–				1847 to 1852	„ deficiencies of rates, taxes, and tithes -	–	–	–	5,991	10	11½
	„ interest from the City's cash - -	1,002	14	8				1847 to 1852	„ surveys and valuations - - -	–	–	–	6,089	14	11
					46,002	14	8	1847 to 1852	„ salaries and allowances - - -	–	–	–	1,514	4	–
1851 & 1852	„ sale of Ground-rents, New Cannon-street, &c. - - - - - -	–	–	–	82,430	14	–	1847 to 1852	„ incidental expenses - - - -	–	–	–	3,646	10	3
								1847 to 1852	„ building of vaults - - - -	–	–	–	3,149	9	6
1849 to 1852	„ ditto old materials - - - -	–	–	–	15,812	4	7	1846 to 1852	„ interest on the loan of 50,000 *l.* - -	–	–	–	10,407	9	4
1851 & 1852	„ rents of property received - - -	–	–	–	2,572	6	2	1848 to 1852	„ ditto - loan of 300,000 *l.* - -	–	–	–	35,573	19	2
1847 - -	„ amount received under contract for effecting Improvements in Tudor-street - - - - - - -	–	–	–				1851 & 1852	„ ditto - loan of 200,000 *l.* - -	–	–	–	6,855	18	4
								1852 - -	„ ditto - loan of 40,000 *l.* - -	–	–	–	292	1	1
					1,030	3	–								
1850 & 1852	„ reimbursement of building vaults -	–	–	–	3,541	7	6		„ amount of debt to Union Bank, Guardian Fire Office, and others - -	50,000	–	–			
1852 - -	„ amount received from the Court of Chancery, proceeds of sale of Stock contributed by the Corporation to this account, pursuant to the London City Improvement Act, 1852 - -	–	–	–	15,182	19	5		Less amount paid off 1846 -	10,000	–	–			
													40,000	–	–
									„ ditto Bank of England - - -	–	–	–	300,000	–	–
	„ balance being the amount remaining charged upon the duty of 4 *d.* on the 31st Dec. 1852 - - - - -	–	–	–	530,665	6	8		„ ditto A. Brown, esq., J. G. Pilcher, esq., W. Wigram, esq., and Messrs. Alexander - - - - - -	–	–	–	200,000	–	–
									„ ditto Union Bank of London - -	–	–	–	40,000	–	–
				£.	1,427,237	16	–					£.	1,427,237	16	–

There are, in addition to the above, engagements entered into with reference to the Cannon-street and other improvements, on the 31st December 1852, against which there are ground-rents remaining to be sold, which it is estimated will be almost sufficient to meet those engagements. There are also Annuities payable to Sea-coal Meters, for the loss of their offices, amounting now to about 7,000 *l.* per annum.

Chamber of London, 27 April 1853.

Benjamin Scott, Chief Clerk.

Dr. No. 22.—The Chamberlain's Establishment, Emolument, or Fee Fund Account. *Cr.*

		£. s. d.			£. s. d.
1 Jan. to 17 Sept. 1844.	To fees, profits, and emoluments of all kinds brought to account	4,005 12 4	1 Jan. to 17 Sept. 1844.	By salary to Sir W. Heygate, Chamberlain	1,764 2 4
				„ clerks' salaries	1,506 8 5
				„ books, stationery, &c.	175 14 2
					3,446 4 11
				Balance carried to surplus profit account	559 7 5
	£.	4,005 12 4		£.	4,005 12 4
17 Sept. to 31 Dec. 1844.	To fees, profits, and emoluments of all kinds brought to account	1,552 1 6	17 Sept. to 31 Dec. 1844.	By salary to Anthony Brown, esq., Chamberlain	708 15 3
				„ clerks' salaries	596 1 7
				„ books, stationery, &c.	92 17 6
					1,397 14 4
				Balance carried to surplus profit account	154 7 2
	£.	1,552 1 6		£.	1,552 1 6
Year:			Year:		
1845	To fees, profits, and emoluments of all kinds brought to account	4,914 7 7	1845	By salary to chamberlain	2,500 – –
				„ clerks' salaries	2,102 10 –
				„ books, stationery, &c.	270 – –
					4,872 10 –
				Balance carried to surplus profit account	41 17 7
	£.	4,914 7 7		£.	4,914 7 7
1846	To fees, profits, and emoluments of all kinds brought to account	5,767 16 10	1846	By salary to Chamberlain	2,500 – –
				„ clerks' salaries	2,102 10 –
				„ books, stationery, &c.	270 – –
					4,872 10 –
				Balance carried to surplus profit account	895 6 10
	£.	5,767 16 10		£.	5,767 16 10
1847	To fees, profits, and emoluments of all kinds brought to account	6,019 4 4	1847	By salaries to Chamberlain	2,500 – –
				„ clerks' salaries	2,102 10 –
				„ books, stationery, &c.	270 – –
					4,872 10 –
				Balance carried to surplus profit account	1,146 14 4
	£.	6,019 4 4		£.	6,019 4 4
1848	To fees, profits, and emoluments of all kinds brought to account	6,989 10 5	1848	By salaries to Chamberlain	2,500 – –
				„ clerks' salaries	2,102 10 –
				„ books, stationery, &c.	270 – –
					4,872 10 –
				Balance carried to surplus profit account	2,117 – 5
	£.	6,989 10 5		£.	6,989 10 5
1849	To fees, profits, and emoluments of all kinds brought to account	7,935 10 9	1849	By salary to Chamberlain	2,500 – –
				„ clerks' salaries	2,102 10 –
				„ books, stationery, &c.	270 – –
					4,872 10 –
				Balance carried to surplus profit account	3,063 – 9
	£.	7,935 10 9		£.	7,935 10 9

Dr. The Chamberlain's Establishment, Emolument, or Fee Fund Account—*continued.* *Cr.*

Year:		£. s. d.	Year:		£. s. d.
1850 - -	To fees, profits, and emoluments of all kinds brought to account - - -	7,764 10 5	1850 - -	By salary to Chamberlain -	2,500 – –
				„ clerks' salaries - -	2,102 10 –
				„ books, stationery, &c. -	270 – –
					4,872 10 –
				Balance carried to surplus profit account - -	2,892 – 5
	£.	7,764 10 5		£.	7,764 10 5
1851 - -	To fees, profits, and emoluments of all kinds brought to account - - -	8,206 – 11	1851 - -	By salary to chamberlain -	2,500 – –
				„ clerks' salaries - -	2,102 10 –
				„ books, stationery, &c. -	270 – –
					4,872 10 –
				Balance carried to surplus profit account - -	3,333 10 11
	£.	8,206 – 11		£.	8,206 – 11
1852 - -	To fees, profits, and emoluments of all kinds brought to account - - -	10,233 6 2	1852 - -	By salary to Chamberlain -	2,500 – –
				„ clerks' salaries - -	2,102 10 –
				„ books, stationery, &c. -	270 – –
					4,872 10 –
				Balance carried to surplus profit account - -	5,360 16 2
	£.	10,233 6 2		£.	10,233 16 2

Dr. THE SURPLUS PROFITS ACCOUNT. *Cr.*

		£. s. d.			£. s. d.
1844 -	To surplus profits to 17 Sept. 1844 -	559 7 5	1844 -	By legal expenses - - -	19 1 –
1847 -				By payments in relief of the trust funds, viz.:	
„ -	To - ditto - to 31 Dec. „ -	154 7 2		London Bridge approaches fund £. 110 s. – d. –	
1845 -	To - ditto - to „ 1845 -	41 17 7		Commissioners of Sewers - - 100 – –	
1846 -	To - ditto - to „ 1846 -	895 6 10		Police rate - - 75 – –	
1847 -	To - ditto - to „ 1847 -	1,146 14 4		Coal market fund - 50 – –	
1848 -	To dividends received - - -	37 – –		Navigation of the Thames, westward of London Bridge 40 – –	
1849 -	To surplus profits to 31 Dec. 1848 -	2,117 – 5		Port of London fund 21 – –	
„ -	To dividends received - - -	107 15 9		Blackfriars Bridge 5 5 –	
1850 -	To - - ditto - - -	189 12 3		Court of Requests - 7 17 6	
„ -	To surplus profits to 31 Dec. 1849 -	3,063 – 9		Gresham Estate - 14 5 4	423 7 10
1851 -	To - ditto - to „ 1850 -	2,892 – 5	1848 -	By transfer to the emolument account in lieu of acquittances -	120 – –
„ -	To dividends received - - -	282 19 –	„ -	By investment of balance in consols	2,115 4 6
1852 -	To - - ditto - - - -	164 2 6	1849 -	By transfer to emolument account -	120 – –
„ -	To surplus profits to 31 Dec. 1851 -	3,333 10 11	„ -	By investment of balance in consols	2,117 – 5
			1850 -	By transfer to emolument account -	120 – –
			„ -	By investment of balance in consols	3,158 12 3
			1851 -	By transfer to emolument account -	120 – –
			„ -	By investment of balance in consols	3,009 13 5
			1852 -	By transfer to emolument account -	120 – –
			„ -	By investment of balance in consols	3,541 15 11
	£.	14,984 15 4		£.	14,984 15 4

The amount accumulated on this account was, on the 31st Dec. 1852, 20,609*l.* 2*s.* 7*d.* consols.

Chamber of London, 27 April 1853.

Benjamin Scott, Chief Clerk.

Appendix, No. 2.

A RETURN showing the Quantity of Inland Coals carried on the Grand Junction Canal, and brought within the London District, for the following Years; viz.—

1831	6,704 tons.
1832	10,810 „
1833	3,798 „
1834	1,670 „
1835	920 „
1836	1,165 „
1837	2,338 „
1838	978 „
1839	12,110 „
1840	21,807 „
1841	34,137 „
1842	31,511 „
1843	34,984 „
1844	73,884 „
1845	60,280 „
1846	21,825 „
1847	22,194 „
1848	19,637 „
1849	19,365 „
1850	29,480 „
1851	24,993 „
1852	36,898 „

27 April 1853.

Charles Rogers,
Clerk to the Grand Junction Canal Company.

EASTERN COUNTIES RAILWAY.

An Annual Return of the Quantity of Coals brought within the London District, from the Year 1831 to 31 December 1852.

The Eastern Counties Railway Company did not commence bringing Coals within the London District until July 1850.

Year.	Tons.
1850	214 7 3
1851	5,025 14 0
1852	27,765 10 0

The Coals which the Company have carried from Blackwall are not included, these being in the London district before being conveyed by the Railway.

Secretary's Office, Bishopsgate Station,
26 April 1853.

J. B. Owen,
Secretary.

GREAT WESTERN RAILWAY.

Appendix, No. 2.

YEARS.	NUMBER OF TONS. COAL.	COKE.	TOTAL.	
1838	- - -	- - -	3,006	No separate account having been kept during this period, it was ascertained by subsequent arbitration, that an annual average of 3,006 tons of coal and coke had been conveyed over the line within the London district.
1839	- - -	- - -	3,006	
1840	- - -	- - -	3,006	
1841	- - -	- - -	3,006	
1842	- - -	- - -	3,006	
1843	- - -	- - -	3,006	
1844	- - -	- - -	3,006	
1845	- - -	- - -	3,006	
1846	- - 306	7,684	7,990	
1847	- - 1,121	2,186	3,307	
1848	- - 1,210	2,497	3,707	
1849	- - 1,176	8,417	9,593	
1850	- - 1,028	7,633	8,661	
1851	- - 954	7,329	8,283	
1852	- - 1,488	2,863	4,351	
		Total - -	69,940	

Memorandum.—The Great Western Railway was not opened until the year 1838.

Appendix, No. 3.

Metropolis Improvement.

Appendix, No. 3.

Spitalfields Extension.

AN ACCOUNT showing the Amounts advanced by the Bank of England on the security of the 1 *d.* Coal Duty for the Purposes of the above Improvement, the Rate of Interest paid for the same, and the Principal Repaid up to the 20th June 1853.

AMOUNT OF LOANS.	RATE OF INTEREST.	PRINCIPAL REPAID.	BALANCE OF PRINCIPAL DUE TO THE BANK.
£. s. d.		£. s. d.	£. s. d.
87,919 7 –	4 per cent. -	47,727 12 3	40,191 14 9
*25,000 – –	4 per cent. -	- - -	25,000 – –
112,919 7 –	- - -	47,727 12 3	65,191 14 9

* This sum is the First Instalment of a Loan of 49,239 *l.* 16 *s.* 6 *d.*

12 July 1853. *A. Marshall.*

Appendix, No. 4.

RETURN, showing the Statutes and Acts of Parliament by and under which the COAL TAX is levied over the Area extended in 1850; the Amount of Income and Expenditure; the Mode of Collection, and the Cost of the same; the Mode of Expenditure, showing each Item or Head under which the Expenditure takes place; Amount of Supply, showing each Coal District from which it is derived, and the Amount from each; the Cost of each Improvement made in the Metropolis, and Paid for out of, or to be Charged to, the Coal Tax; the Ground Rents; to whom Paid; Leases Granted; Amount of Ground Rents Sold; to what Purposes applied, whether to Liquidation of Debt, or otherwise; the Cost of Erection of Coal Exchange; out of what Funds Paid; Proceeds of Standings and Offices, &c., how Applied; Cost of Opening Coal Exchange; from what Fund Paid; (so far as regards the Improvements under the Charge of the Commissioners of Her Majesty's Works, &c.)

IMPROVEMENTS.	COST.	ANNUAL GROUND RENTS. Reserved by Leases or Agreements.	For Ground agreed to be Let.	Estimated Annual Value of Ground not yet Let.	To whom Paid.	LEASES GRANTED.		Amount Received for Ground as yet Sold.	To what Purposes Applied.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.				£. s. d.	
The New Line of Street from Oxford-street to Holborn - -	330,074 14 4	4,749 3 6	224 - -	- - -	The ground rents are received by the Commissioners of Works, and by them paid to the Commissioners of Woods towards the discharge of interest for monies borrowed for the improvements on the security of the Land Revenue of the Crown.	76	The particulars of these leases (except six granted in the last two years) are given in the Annual Reports to Parliament of the Commissioners of Woods and Works.	49,100 5 -	This money has been applied towards the cost of the several improvements, as shown in the first Column.
Ditto - - - - - - Long-acre to Charlotte-street -	110,041 - 11	82 - -	118 - -	54 - -		3		3,990 - -	
Ditto - - - - - - London Docks to Spitalfields Church	162,539 - 9	77 - -	220 7 -	2,467 3 6		2		7,885 - -	
Ditto - - - - - - East Smithfield to Rosemary-lane -	31,270 6 2	30 - -	102 16 -	245 15 -		1		1,700 - -	
Ditto - - - - - - Coventry-street to Long-acre -	206,093 12 -	- - -	- - -	- - -		33		11,855 - -	
The Lines above mentioned generally - - -	8,074 14 5	6,507 18 6	665 3 -	2,766 18 6		115		73,930 5 -	
Gross Expenditure in forming the Streets - - -	848,693 8 7								
Interest on Money borrowed for these Improvements - -	331,160 11 4								
£.	1,179,853 19 11								
Deduct,—Receipts by Sales of Ground and Old Materials, Ground Rents, Interest on Profits of Exchequer Bills, &c. - - - - - - - £. 143,508 18 -									
Also, Interest on Monies charged on London Bridge Approaches Fund, £.12,877 14 4									
And part of Money received from that Fund applied towards Repayment of Interest on Loans, as stated below * - - 10,000 - -	22,877 14 4								
	166,386 12 4								
Net Expenditure, including Interest on Monies Borrowed - £.	1,013,467 7 7								

£. 10,000 - -

MEMORANDUM.

	£. s. d.
On the 15th March 1853 there was received from the Chamberlain of the City of London, in respect of Charges made upon the London Bridge Approaches Fund by the late Board of Woods and Works, the sum of - - - -	83,146 3 7
Of which the Sum of 61,090 *l.* 10 *s.* 1 *d.* has been applied in the following manner; viz.	
To the Imperial Assurance Company for Repayment of Principal of Loan advanced for the purposes of the Westminster Improvements, under the Act 11 & 12 Vict. c. 124 - - - £. 50,000 - -	
Ditto - - for Interest from 10th October 1852 to 23d March 1853, inclusive - - - 1,090 10 1	
* To the Commissioners of Her Majesty's Woods, &c., in part Repayment of Monies advanced for Interest on Loans for the Metropolis Improvements - - - - - - - - 10,000 - -	
	61,090 10 1
Leaving a Balance payable to the Consolidated Fund, after the Bill introduced by the Chancellor of the Exchequer during the present Session of Parliament shall have become law, of - - £.	22,055 13 6

Office of Works, &c.,
14 April 1853.

The New Line of Street from Spitalfields Church to Shoreditch.

The cost of this Improvement, which is now in progress, and is to be defrayed out of the proceeds of the duty of 1 *d.* per ton on coals, levied under Act 8 & 9 Vict. c. 101, amounts, up to the 31st March 1853, to 148,706 *l.* 18 *s.* 3 *d.*, after deducting the produce of sales of old materials, &c., amounting to 5,856 *l.* 11 *s.* 2 *d.*

The amount received from the Coal Duty, or by Sale of Stock purchased with the proceeds of that duty, is 96,349 *l.* 17 *s.* 7 *d.*

Of this Sum there have been applied—	£. s. d.
In payment of Interest on Money borrowed for the Improvement -	8,774 17 1
And towards the Cost thereof - - - - - - - - -	87,575 - 6
£.	96,349 17 7

No leases have as yet been granted, or sales made of building ground in this line.

The estimated rental to be derived from it is about 3,500 *l.* per annum.

William Molesworth,
First Commissioner of Her Majesty's Works and Public Buildings.

Appendix, No. 5.

Papers delivered in by *John Dickinson*, Esq., 5 May 1853.

THE following is a List of Towns and Villages in the Neighbourhood of *London*, the Inhabitants of which are subject to the Tax of One Shilling and One Penny, for every Ton of Coals they consume, whether brought through the Port of London, or from any other place whatsoever.

Abbots Langley,
Acton.
Aldenham.
Amwell.
Battersea.
Barking.
Barnes.
Barnet.
Bayswater.
Blackheath.
Beckenham.
Bexley.
Bermondsey.
Blackwall.
Brentford.
Brentwood.
Brixton.
Brompton.
Bromley (Kent).
Bromley (Middlesex)
Broxbourn.
Bushey.
Camden Town.
Camberwell.
Carshalton.
Chelsea.
Charlton.
Chislehurst.
Chigwell.
Chiswick.
Cheam.
Cheshunt.
Chipping Ongar.
Clapham.
Clapton.
Cobham.
Croydon.
Crayford.
Cray, St. Mary.
Cray, North.
Cray, Foots.
Cray, St. Paul's.
Colney-street.
Colnbrook.
Dartford.
Darent.
Dalston.
Denham.
Denmark-hill.
Dulwich.
Deptford.
Drayton.
Ealing.
Esher.
Epsom.
Ewell.
Eltham
East Wickham.
East Ham.
Erith.
Edmonton.
Elstree.
Edgeware.
Enfield.
Epping.
Farningham.
Feltham.
Finchley.
Fulham.
Godstone.
Greenwich.
Greenhithe.
Hampton.
Hammersmith.
Hayes.
Hampstead.
Hatfield.
Harrow.
Harefield.
Hackney.
Herne Hill.
Hanwell.
Hendon.
Heston.
Highgate.
Highbury.
Holloway.
Hounslow.
Hoddesdon.
Horton.
Hertford.
Hornsey.
Homerton.
Hornchurch.
Ilford.
Isleworth.
Iver.
Islington.
Kennington.
Kensington.
Kew.
Kingston.
Kilburn.
Lambeth.
Leatherhead.
Low Layton.
Lee.
Lewisham.
Limehouse.
Mortlake.
Moulsey, East.
Moulsey, West.
Merton.
Mitcham.
Morden.
Merstham.
Norwood.
New Cross.
Northfleet.
Notting Hill.
Newington Butts.
Petersham.
Peckham.
Peckham Rye.
Plumstead.
Poplar.
Potter's Crouch.
Potter's Bar.
Pinner.
Purfleet.
Putney.
Rainham.
Red Hill, for Reigate.
Richmond.
Rickmansworth.
Rotherhithe.
Roehampton.
Romford.
Stockwell.
Sutton.
Streatham.
Stamford Hill.
Sydenham.
Sandridge.
Shooters Hill.
Southall.
Shepperton.
Staines.
Stratford-le-Bow.
St. Alban's.
Shadwell.
Southgate.
Shenley.
South Mimms.
Stoke Newington.
Stanmore.
Sudbury.
Sheen.
Thames Ditton.
Tooting.
Twickenham.
Teddington.
Thurrock, West.
Thurrock, Gray's
Thurrock, Little.
Twyford.
Tottenham.
Turnham-green.
Uxbridge.
Walton-on-Thames.
Weybridge.
Wandsworth.
West Ham.
Wimbledon.
Westerham.
Woolwich.
Watford.
Walthamstow.
Willesden.
Waltham Abbey.
Waltham Cross.

Appendix, No. 5.

AN ACCOUNT of the Amount of Duties received upon Inland Coals brought by all Modes of Conveyance into *London*, and the Amount paid for Drawback, both Foreign and Inland, since the Year 1838 inclusive, at which period Drawback was first allowed upon Duties received by the Corporation on their account or otherwise.

YEARS.	Duty of 8*d.* per Ton.	Duty of 4*d.* per Ton.	Duty of 1*d.* per Ton.	Total Inland Duty.	Total Drawback allowed.
	£. s. d.	£. s. d.	£. s. d.	£. s. d.	£. s. d.
1838 - - -	56 4 2	27 2 10	7 – 6¼	90 7 6¼	142 13 6
1839 - - -	431 2 –	189 1 –	58 17 9	674 – 9	3,744 16 3
1840 - - -	739 12 4	375 6 7	92 9 –½	1,207 7 11½	4,402 10 1
1841 - - -	1,119 16 6	513 5 6	139 19 6¾	1,773 1 6¾	3,869 2 6
1842 - - -	1,050 12 8	524 16 –	131 6 7	1,706 15 3	5,168 17 1
1843 - - -	1,156 2 6	571 18 9	144 10 3¾	1,872 11 6¾	4,573 9 1
1844 - - -	2,408 10 6	1,193 2 11	301 1 3¾	3,902 14 8¾	3,965 13 –
1845 - - -	2,289 11 11¼	1,199 6 3½	286 4 –	3,775 2 2¾	5,820 18 3
1846 - - -	1,147 5 9	575 15 7	140 1 6½	1,863 2 10¼	6,860 9 7
1847 - - -	1,437 11 11	678 5 10	179 14 –	2,295 11 9	6,644 16 10
1848 - - -	1,963 2 1	1,014 2 10	245 7 8½	3,222 12 7½	7,752 7 9
1849 - - -	1,392 15 8	693 19 10¼	171 18 3½	2,258 13 9¾	7,561 11 2
1850 - - -	3,159 18 4	1,426 6 6	456 13 1½	5,042 17 11½	6,758 2 1
1851 - - -	8,248 2 9	4,252 18 4	941 – 10	13,442 1 11	9,810 13 4
1852 - - -	13,627 13 3	6,819 3 8	1,704 15 11	22,151 12 10	16,380 15 2
		Totals - - £.		65,278 15 4	93,456 15 8
Amount of Drawback allowed beyond the amount of Inland duty received - - - - - - - - - - -				28,178 – 4	—
			£.	93,456 15 8	93,456 15 8

N.B.—The above is exclusive of Amount of Exemption allowed to Railway Companies for Coke consumed in their engines, under Act of 1851.

Chamber of London,
April 1853.

Benj. Scott.

Appendix, No. 6.

GREAT NORTHERN RAILWAY.

STATEMENT of the Quantity of COALS brought into the London District by the Great Northern Railway, from August 1850 to 31st March 1853.

PERIOD.	WEIGHT.			
	Tons.	cwts.	qrs.	lbs.
From August 1850 (the date at which the Great Northern Line was opened to London) to 31st December 1850	2,775	0	0	0
During the year 1851	97,159	0	0	0
During the year 1852	197,495	0	0	0
From the 1st January to 31st March 1853	88,919	0	0	0
Total Tons carried	386,348	0	0	0

J. R. Mowatt, Secretary.

LONDON, BRIGHTON AND SOUTH COAST RAILWAY.

RETURN of the Quantity of COALS brought within the London District from the Year 1831, inclusive.

YEAR.	WEIGHT.			
	Tons.	cwts.	qrs.	lbs.
1831 to 1840, Railway not constructed		—		
1841		—		
1842		—		
1843		—		
1844		—		
1845		—		
1846		—		
1847		—		
1848		—		
1849	10	7	0	0
1850		—		
1851	1	6	1	0
1852		—		
1853	1	6	3	0
TOTAL TONS	13	0	0	0

London, 30 April 1853.

Fred. Slight, Secretary.

LONDON AND SOUTH-WESTERN RAILWAY.

STATEMENT of the Quantity of COALS brought into the *London* District from the Year 1831 to 1852.

No Coals have been brought within the London District by this Company from the year 1831 to 1852 inclusive.

Secretary's Office, York Road, 23 May 1853.

L. Crombie, Secretary.

Appendix, No. 7.

Appendix, No. 7.

AN ACCOUNT of the TOTAL AMOUNT contributed out of the PROPERTY and ESTATES of the CORPORATION of *London* for PUBLIC PURPOSES and IMPROVEMENTS, irrespective of the COAL DUTIES and of the Amount of the FOURPENNY COAL DUTY, the Property of the Corporation, contributed voluntarily towards such Objects since the passing of the Act 5 & 6 William and Mary.

	£. s. d.	£. s. d.
Contributed to the Orphans' Fund from the commencement of that Fund to the 5th April 1829 (as per Appendix to Report on Orphans' Fund, 3d June 1829):		
Out of City's estates	1,324,750 – –	
Fees on freedoms	41,249 15 –	
Apprentice bindings	34,277 5 –	
Rate on inhabitants of City	203,906 18 7	
Aqueducts	62,440 19 11	
		1,666,624 18 6
Contributed to said Fund and London Bridge Approaches Fund, from the 5th April 1829 to the 5th January 1853:		
Out of City's estates	287,500 – –	
Fees on freedoms	5,112 10 –	
Apprentice bindings	2,314 10 –	
Aqueducts	5,008 14 11	
		299,935 14 11
Contributed out of Fourpenny Duty towards Improvements in the City (as per Account, No. 18, Appendix to Select Committee on Coals, 1853, page 94)	300,000 – –	
Ditto	200,000 – –	
Ditto	40,000 – –	
Ditto (as per Note (4), page 93)	80,000 – –	
		620,000 – –
	£.	2,586,560 13 5

The above is exclusive of contribution out of Bridge House Estates for rebuilding London Bridge, and various minor improvements, not specifically charged on any particular revenue.

£. 11,500 a year and other smaller payments are to be contributed towards Metropolis improvements up to the 5th July 1862.

Chamber of London,
7 May 1853.

Benj. Scott,
Chief Clerk.

Appendix, No. 8.

Appendix, No. 8.

A STATEMENT showing the Years during which the respective Railway Companies commenced paying Duties to the Corporation on account of Coals brought within the Limits of the Boundary; also the Quantities so brought.

Year.	North Western.	Great Western.	Eastern Counties.	South Eastern.	Great Northern.	London and Brighton.	South Western.
	Tons.	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*	*Tons.*
1843	90	nil.	nil.	nil.	nil.	nil.	nil.
1844	nil.	nil.	nil.	nil.	nil.	nil.	nil.
1845	8,377	nil.	nil.	nil.	nil.	nil.	nil.
1846	7,348	4,350	nil.	nil.	nil.	nil.	nil.
1847	13,957	5,379	nil.	nil.	nil.	nil.	nil.
1848	17,881	19,901	56	49	nil.	nil.	nil.
1849	19,487	nil.	nil.	152	nil.	nil.	nil.
1850	44,865	nil.	nil.	5,286	4,944	nil.	nil.
1851	110,163	25,152	5,296	5,319	101,976	nil.	nil.
1852	137,978	4,596	28,815	10,652	195,865	nil.	nil.

A STATEMENT showing the Quantity of Inland Coal liable to Duty that during the Year 1852 was brought by the Grand Junction Canal and delivered between the spot where the Boundary Stone was originally placed and where it at present stands, as compared with the Quantity of Seaborne Coal (on which a Drawback has been allowed) that has been conveyed beyond the Limits of 20 Miles from the General Post-office, during the same Period.

Inland coal liable to duty brought to and delivered on that portion of the canal between the old boundary post and the stone as it at present stands - - - - - - - - 1,964 tons.

Seaborne coal on which a drawback has been allowed on passing the stone placed at the present boundary on the Grand Junction Canal - - - - - - - - - 5,545 tons.

A STATEMENT showing the Gross Imports by Railways and Canal (Seaborne excluded) during the Year 1852, as compared with the Gross Amount of Exemptions and Drawbacks allowed during the said Period, in conformity with the Provisions of the Act 14 & 15 Vict. c. 146 (1851).

1852.

Imports.		Exports and Deliveries beyond Boundaries.	
	Tons.		
Railways - - - -	377,907		
Canals - - - -	33,913	Tons - - - -	336,773
	411,820		

Appendix, No. 8.

A COMPARATIVE STATEMENT showing a List of Towns within and beyond the Boundary of Twenty Miles from the General Post-office, that by the operation of the Act 14 & 15 Vict. c. 146, have been rendered liable to the Payment of Duties on Coals brought within the Limits, or entitled to receive a Drawback of the Duties on Coals conveyed beyond.

Towns rendered liable to duty that, previous to the Act 8 & 9 Vict. c. 101, were free from taxation:—St. Alban's.

Towns entitled, in conformity with the Act 14 & 15 Vict. c. 146 (1851), to receive a drawback on seaborne and other coal conveyed beyond the boundary, and which towns were previously to the said Act indirectly taxed with the duties on coal:—Gravesend, Dorking, Guildford, Farnham, Windsor, Hitchin, Stevenage, Welwyn, Buntingford, Bishop's Stortford, Sawbridgeworth, Harlow, Ware, &c.

J. R. Scott,
Clerk and Registrar of the Coal Market.

Appendix, No. 9.

Appendix, No. 9.

A STATEMENT, showing the Approximate Quantities on which a Drawback has been allowed, during the Year 1852, on Coals conveyed beyond the Port of *London*, and the Limits of the *London* District.

	Tons.
Railways	80,059
Canals	69,817
Steam Stores	60,142
British Possessions	43,255
Foreign Ports	22,545
Coast	1,239
Total Drawbacks	277,057

A STATEMENT, showing the Quantities on which an Exemption or Return of Duties have been allowed, during the Year 1852, on Coals conveyed beyond the Limits of the *London* District.

	Tons.
River Thames (below Port)	15,621
Railways	12,031
Coke consumed by Engines of Railway Companies beyond Limits	17,734
Canals	390
Road Traffic	2,068
Total Exemptions or Return of Duty	47,844

RECAPITULATION.

	Tons.
Drawbacks	277,057
Exemptions or Return of Duty	47,844
	324,901

J. R. Scott,
Clerk and Registrar.

Appendix, No. 10.

PAPER delivered in by Mr. *B. Scott*.

Appendix, No. 10.

A STATEMENT of the PENSIONS granted by the Corporation of London to DEPUTY SEA-COAL METERS, upon the Abolition of their Offices by the operation of the Act 1 & 2 Will. 4, c. 76, stating when the said Pensions were granted, and the Length of Service of each Pensioner; also how many of the said Pensioners survived on the 1st January 1853, and the Amount of their Annual Pensions still payable.

No.	NAME.	Length of Service.	Amount of Pensions granted.	Amount of Pensions payable to Survivors.
			£. s. d.	£. s. d.
1	Benjamin Nettleford	Superannuated	107 17 6	
2	Joseph Morse	"	107 17 6	
3	Robert Chipping	"	107 17 6	
4	Samuel Mitchell	"	107 17 6	107 17 6
5	James Bryon	25 years and upwards	140 – –	
6	Samuel Newell	"	140 – –	
7	William Taylor	"	140 – –	
8	John Clotworthy	"	140 – –	
9	James Collins	"	140 – –	140 – –
10	Henry King	"	140 – –	
11	John King	"	140 – –	
12	William Moss	"	140 – –	
13	James Whitehead	"	140 – –	
14	Thomas Aylwin	"	140 – –	
15	William Cobb	"	140 – –	140 – –
16	William Smith	"	140 – –	
17	Carter Cook	"	140 – –	
18	John Jones	"	140 – –	
19	Philip Smith	"	140 – –	
20	John Allen	"	140 – –	
21	Benjamin Gay	20 to 25 years	140 – –	
22	John Hunter	"	140 – –	
23	Joseph Carter	"	140 – –	140 – –
24	Thomas Burn Desormeaux	"	140 – –	140 – –
25	Thomas North	"	140 – –	
26	James Broughton	"	140 – –	
27	John Pink	"	140 – –	
28	John Warwick	"	140 – –	
29	Joseph Newman	"	140 – –	
30	Phineas Pound	"	140 – –	
31	Richard Price	"	140 – –	
32	John M'Cann	15 to 20 years	130 – –	130 – –
33	Benjamin Hack	"	130 – –	
34	John Perrin	"	130 – –	
35	William Hunt	"	130 – –	
36	William Prizeman	"	130 – –	
37	James Flockhart	"	130 – –	
38	James C. S. Hill	"	130 – –	
39	Michael Worth	"	130 – –	
40	Alfred Hancock	"	130 – –	
41	Thomas James Ventris	"	130 – –	
42	Thomas Fletcher	"	130 – –	130 – –
43	Henry Ginger	"	130 – –	
44	Richard Barnes	"	130 – –	130 – –
45	William Smith Bryon	"	130 – –	
46	George King	"	130 – –	
47	Edward Hammond	"	130 – –	130 – –
48	Isaac Wells	"	130 – –	
49	George Snuggs	"	130 – –	
50	William Davis	"	130 – –	130 – –

(*continued*)

Appendix, No. 10.

No.	NAME.	Length of Service.	Amount of Pensions granted.	Amount of Pensions payable to Survivors.
			£. s. d.	£. s. d.
51	Alexander Waugh	10 to 15 years	120 – –	120 – –
52	Edward Vennor	,,	120 – –	
53	Samuel Woodward	,,	120 – –	120 – –
54	Thomas Hurst	,,	120 – –	120 – –
55	Joseph Fleming	,,	120 – –	
56	William Jones	,,	120 – –	
57	John Nicholas Barron	,,	120 – –	
58	George Turnbridge	,,	120 – –	
59	Richard Brown	,,	120 – –	
60	Frederick William Zurhorst	,,	120 – –	120 – –
61	James Chapman	,,	120 – –	
62	Richard Sykes	,,	120 – –	
63	George Maguire	,,	120 – –	120 – –
64	Barney M. Hill	,,	120 – –	
65	George Jackson	,,	120 – –	120 – –
66	E. King	,,	120 – –	
67	Philip Thompson	,,	120 – –	
68	Joseph Gandell	,,	120 – –	
69	James Child	,,	120 – –	120 – –
70	Benjamin B. Cowell	,,	120 – –	
71	Thomas Fox	,,	120 – –	
72	Thomas Hill	,,	120 – –	120 – –
73	John Russell	,,	120 – –	
74	Horatio R. Houlgate	5 to 10 years (Class 1)	110 – –	
75	Thomas Wilt	,,	110 – –	
76	John Thomas Cox	,,	110 – –	110 – –
77	Benjamin Foster	,,	110 – –	
78	Joseph Webb	,,	110 – –	110 – –
79	David Dodson	,,	110 – –	
80	James Lavender	,,	110 – –	110 – –
81	Edward Stocks	,,	110 – –	110 – –
82	Joseph Bell	,,	110 – –	
83	George Hughes	,,	110 – –	110 – –
84	Joseph Scales	,,	110 – –	
85	James Davis	,,	110 – –	110 – –
86	Henry Cole	,,	110 – –	110 – –
87	Thomas Watson	,,	110 – –	110 – –
88	Francis G. Smith	,,	110 – –	
89	Harry H. Hale	,,	110 – –	110 – –
90	John Barber	,,	110 – –	110 – –
91	Strickland Muggeridge	,,	110 – –	
92	William Henry Grove	,,	110 – –	
93	Thomas N. Wilkins	,,	110 – –	110 – –
94	Henry Hemsley	5 to 10 years (Class 2)	100 – –	100 – –
95	Edward Cable	,,	100 – –	
96	Samuel William Freeman	,,	100 – –	100 – –
97	Stephen Farley Hale	,,	100 – –	
98	Joseph Collyer	,,	100 – –	100 – –
99	John Munting	,,	100 – –	
100	Henry Clode	,,	100 – –	100 – –
101	William Hamper	,,	100 – –	
102	Thomas Freeman	,,	100 – –	
103	Thomas Carter	,,	100 – –	100 – –
104	James Craney	,,	100 – –	
105	James Jacks	,,	100 – –	100 – –
106	George Smeeton	,,	100 – –	
107	Nicholas Smith	,,	100 – –	
108	William Mouat	,,	100 – –	100 – –
109	William E. Hunt	,,	100 – –	
110	Edward S. Spencer	,,	100 – –	
111	George R. Frieake	,,	100 – –	100 – –
112	William Henry Newman	,,	100 – –	
113	Robert D. Drury	,,	100 – –	
114	John Day	5 to 10 years (Class 3)	90 – –	90 – –
115	John C. Bennett	,,	90 – –	90 – –
116	Henry Meriton	,,	90 – –	90 – –
117	William Burr	,,	90 – –	90 – –
118	George Seal	,,	90 – –	90 – –
119	Thomas Skegg Driver	,,	90 – –	90 – –
120	Thomas Fisher	,,	90 – –	90 – –
121	Thomas Wilkinson	,,	90 – –	90 – –
122	Charles Tenton	,,	90 – –	

No.	NAME.	Length of Service.	Amount of Pensions granted. £. s. d.	Amount of Pensions payable to Survivors. £. s. d.
123	Joseph Silvester	5 to 10 years (Class 3)	90 – –	
124	Henry Ledger	„	90 – –	90 – –
125	James Betts	„	90 – –	
126	Michael Knill	„	90 – –	90 – –
127	George Frederick Denman	„	90 – –	90 – –
128	Edward Michael Perriman	„	90 – –	90 – –
129	Joseph R. Buttemer	„	90 – –	90 – –
130	Thomas P. Rose	„	90 – –	90 – –
131	George Fisher	„	90 – –	
132	Robert Higgins	„	90 – –	
133	Jonathan Tilley	„	90 – –	
134	George Tucker Coleman	„	90 – –	90 – –
135	John Johnson	Under 5 years	80 – –	
136	William Vandy	„	80 – –	
137	John William Neverd	„	80 – –	
138	Charles J. Hurcombe	„	80 – –	
139	John Newton	„	80 – –	80 – –
140	Harry Gibbons	„	80 – –	
141	Thomas Jones	„	80 – –	
142	James William Wooden	„	80 – –	
143	Thomas James Ventris, junior	„	80 – –	
144	Benjamin Cordell	„	80 – –	80 – –
145	John Anderson	„	80 – –	
146	Thomas Smart	„	80 – –	80 – –
147	Peter Martin	„	80 – –	80 – –
148	Philip Thomas Hurlock	„	80 – –	80 – –
149	Francis Henshaw	„	80 – –	80 – –
150	Nathaniel P. Giles	„	80 – –	80 – –
151	Richard Johnson	„	80 – –	
152	William Ledger	„	80 – –	
	Mr. William Druminer, late principal clerk to the Coal Meters, in trust		682 10 –	
	Mr. John Freeman, late first assistant clerk to the Coal Meters		248 17 6	
	Mr. William Vale, jun., late second assistant clerk to the Coal Meters		248 17 6	248 17 6
	Mr. Edward White, late collector of groundage of colliers and water-bailliage on coals		220 – –	
	60 Survivors, whose Pensions amount to a Total of		£.	6,446 15 –

Note.—There is also a compensation allowance of 500 *l.* per annum to the Lord Mayor for the time being, for the loss of fees on permit, and payment under Act of the 9th Anne.

Chamber of London,
5 June 1853.

Benj. Scott, Chief Clerk.

Appendix, No. 11.

Appendix, No. 11.

RETURN of the Sums charged by Parliament on the Produce of the Coal Duties in force previously to the Act 1st & 2d Will. 4, c. 76 (Local and Personal), and remaining unpaid on the 31st day of December 1831; the Sums subsequently so charged, specifying the Acts of Parliament by authority of which they have been Raised, and the Purposes for which the Money was Expended, and the Amount of the Principal Sums respectively charged on the Coal Duties and remaining Due on the 5th January 1853.

The Sums charged by Parliament on the Produce of the Coal Duties in force previously to the Act 1st and 2d Will. 4, c. 76 (Local and Personal), and remaining unpaid on the 31st day of December 1831; specifying the Acts of Parliament by authority of which they have been raised, and the Purposes for which the Money was Expended.

	£.	s.	d.
No sums were chargeable solely on any coal duties previously to the said Act and remaining unpaid on the 31st December 1831; but the following sums remaining payable, had been then authorised to be charged upon the "Orphans' Fund" and the "London Bridge Approaches Fund," to the credit of which funds the duty of 8 *d.* per ton on coals had been directed to be carried.			
Remaining of the loan of 95,000 *l.* authorised by Act 52d Geo. 3, c. 209, for building a new prison for debtors for London and county of Middlesex - - - - - - - - - - - - -	1,000	–	–
Remaining of the loan of 5,000 *l.* authorised by Act 52d Geo. 3, c. 210, for improving Moorfields - - - - - - - - - -	1,500	–	–
Remaining of the loan of 80,000 *l.* authorised by Act 55 Geo. 3. c. 91, for clearing and providing a site for the General Post Office - -	68,100	–	–
Authorised by Act 10 Geo. 4, c. 136, for improving the approaches to London Bridge - - - - - - - - - - - -	1,000,000	–	–
Authorised by Act 11th Geo. 4, c. 64, for defraying the expenses of the removal of Fleet Market - - - - - - - - -	250,000	–	–
TOTAL - - - £.	1,320,600	–	–

Chamber of London,
9 July 1853.

Benjamin Scott,
Chief Clerk.

The Sums charged by Parliament on the produce of the coal duties in force subsequently to the passing of the Act 1st & 2d Will. 4, c. 76 (Local and Personal), specifying the Acts of Parliament by authority of which they have been raised, and the Purposes for which they have been Expended.

Charged on the London Bridge Approaches Fund, to which the Duty of 8 *d.* per Ton is applicable:

	£.	s.	d.
For improving the site of the Royal Exchange in the city of London and the avenues adjoining thereto, pursuant to Act 1st & 2d Vict. c. 100 - - - - - - - - - - - - - -	150,000	–	–
For further improving the avenues adjoining the Royal Exchange, pursuant to Act 5th & 6th Vict. c. 101 - - - - - - -	40,000	–	–
Towards the expense of making a street towords Clerkenwell Green, pursuant to Act 5th & 6th Vict. c. 101 - - - - - - -	25,000	–	–
Charge upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c., pursuant to Act 2d & 3d Vict. c. 80, to be applied under Act 3d & 4th Vict. c. 87, for making certain additional thoroughfares in the metropolis, viz., a street from Oxford-street to Holborn; a street from Long Acre to Charlotte-street, Bloomsbury; and a street from the London Docks to Spitalfields Church, with interest at 5 *l.* per cent. per annum from the 24th August 1839 -	200,000	–	–

	£.	s.	d.
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 3d & 4th Vict. c. 87, to be applied towards the improvements before mentioned, with interest at 5 *l.* per cent. per annum from 7th August 1840 - - - - -	100,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. to be applied under Act 4th & 5th Vict. c. 12, in formation of a new street from Coventry-street to Long Acre, and another from East Smithfield to Rosemary-lane, and in aid of Improvements in Southwark and Westminster, with interest at 5 *l.* per cent. per annum from the 10th May 1841 - - - - - -	189,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 13th & 14th Vict. c. 103, to be applied towards the satisfaction and discharge of monies already raised for the improvement of the metropolis, or such further improvements as shall be sanctioned by any future Act of Parliament -	116,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c., pursuant to Act 13th and 14th Vict. c. 103, towards the expenses of making and completing a line of street in Southwark - - - - - - - - - - - - -	30,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c., pursuant to Act 13th & 14th Vict. c. 103, towards the expenses of making, forming, and completing the new street in Westminster intended to be called Victoria street - -	30,000	–	–
Charge authorised, pursuant to Act 13th & 14th Vict. c. 103, s. 7, for the purposes of completing the improvements from Farringdon-street to Coppice-row, Clerkenwell - - - - - - - -	88,000	–	–
£.	968,000	–	–
The interest on the above-mentioned sums of 200,000 *l.*, 100,000 *l.*, and 189,000 *l.*, and which has not been paid out of the growing produce of the fund, amounted on the 5th January 1853 to the sum of - - - - - - - - - - -	296,302	7	11
TOTAL - - - £.	1,264,302	7	11

Note.—The surplus of the Fund, of uncertain amount, is directed by Act 13th & 14th Vict. c. 103, to be applied to opening an improved line of communication between Coventry-street and Covent Garden.

Chamber of London, 9 July 1853.

Benjamin Scott, Chief Clerk.

THE AMOUNT of the PRINCIPAL SUMS respectively charged on the several COAL DUTIES and remaining Due on the 5th January 1853.

Charges on Duty of 1 *d.* per Ton:

The duty of 1 *d.* per ton was, by the Act 8 & 9 Vict. c. 101, made applicable to the creation of a fund for the execution of such improvements in the metropolis as Parliament should direct and sanction; and by the Act 9 & 10 Vict. c. 34, the Commissioners of Her Majesty's Woods, &c. were empowered to charge and raise upon the credit of the said fund (called the Metropolis Improvement Fund), a sum not exceeding 120,000 *l.*, and otherwise to apply the funds, stocks, and securities forming the said fund in constructing a new street from Spitalfields to Shoreditch; and by the Act 13 & 14 Vict. c. 109, Her Majesty's said Commissioners were further empowered to raise the sum of 60,000 *l.* upon the credit of the said Metropolis Improvement Fund for completing the said new street from Spitalfields to Shoreditch; whether any, or, if any, what principal sums remained charged upon the duty of 1 *d.* per ton, remained due at the date of making up the Return, is not known officially to the Chamberlain.

Appendix, No. 11.

Charges on the London Bridge Approaches Fund, to which the Duty of 8*d.* per Ton is applicable:

The undermentioned sums had been authorised to be charged upon the London Bridge Approaches Fund, to the credit of which fund the duty of 8*d.* per ton is carried and remained payable on the 5th January 1853 :—	£.	s.	d.
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 2d & 3d Vict. c. 80, to be applied under Act 3d & 4th Vict. c. 87, for making certain additional thoroughfares in the metropolis; namely, a street from Oxford-street to Holborn; a street from Long Acre to Charlotte-street, Bloomsbury; and a street from the London Docks to Spitalfields Church, with interest at 5 per cent. per annum from the 24th August 1839 - - - - - - - - - - - - -	200,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 3d & 4th Vict. c. 87, to be applied towards the improvements before mentioned, with interest at 5 per cent. per annum from 7 August 1840 - - - -	100,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. to be applied under Act 4th & 5th Vict. c. 12, in formation of a new street from Coventry-street to Long-acre, and another from East Smithfield to Rosemary-lane, and in aid of improvements in Southwark and Westminster, with interest at 5*l.* per cent. per annum from the 10th May 1841 - - - -	189,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 13th & 14th Vict. c. 103, to be applied towards the satisfaction and discharge of monies already raised for the improvement of the metropolis, or such further improvements as shall be sanctioned by any future Act of Parliament -	116,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 13th & 14th Vict. c. 103, towards the expense of making and completing a line of street in Southwark - - - - - - - - - - - - -	30,000	–	–
Charge made upon the fund by the Commissioners of Her Majesty's Woods, Forests, &c. pursuant to Act 13th & 14th Vict. c. 103, towards the expenses of making, forming, and completing the new street in Westminster, intended to be called Victoria Street - -	30,000	–	–
Charge authorised to be made by the Corporation of London pursuant to Act 13th & 14th Vict. c. 103, s. 7, for the purposes of completing the improvements from Farringdon-street to Coppice-row, Clerkenwell - - - - - - - - - - - -	88,000	–	–
£.	753,000	–	–
The interest on the above-mentioned sums of 200,000 *l.*, 100,000 *l.*, and 189,000 *l.*, and which has not been paid out of the growing produce of the fund, amounted, on the 5th January 1853, to the sum of - - - - - - - - - - - - -	296,302	7	11
£.	1,049,302	7	11

Note.—The surplus of the fund of uncertain amount is directed by Act 13th & 14th Vict. c. 103, to be applied to opening an improved line of communication between Coventry-street and Covent Garden.

Chamber of London,
9 July 1853.

Benjamin Scott,
Chief Clerk.

Appendix, No. 12.

A RETURN of the SUMS chargeable and actually raised under the Provisions of the Acts 9 & 10 Vict. c. 34, and 13 & 14 Vict. c. 109, by which Powers were given to Her Majesty's COMMISSIONERS OF WORKS to make certain IMPROVEMENTS in *Spitalfields*; specifying the Date of each Loan, the Rate of Interest, the Repayments (if any), and the Balance of Principal and Interest remaining due on the 5th January 1853:—Also, an Account of the Mode in which the Monies raised under the said Acts have been Expended, to the same Date.

	£.	s.	d.
Sum chargeable under the provisions of the Act 9 & 10 Vict. c. 34	120,000	–	–
Ditto ditto of the Act 13 & 14 Vict. c. 109	60,000	–	–
TOTAL Amount Chargeable £.	180,000	–	–

	RECEIPTS:	£.	s.	d.	£.	s.	d.	
1849:								
29 September	The Bank of England for 1st instalment of loan of 87,919 *l.* 7 *s.*, bearing interest at 4 per cent. per annum	20,919	7	–				
31 October	Ditto for 2d instalment	10,000	–	–				
19 December	Ditto for 3d ditto	10,000	–	–				
1850:								
7 February	Ditto for 4th ditto	10,000	–	–				
1 May	Ditto for 5th ditto	10,000	–	–				
29 June	Ditto for 6th ditto	10,000	–	–				
4 October	Ditto for 7th ditto	10,000	–	–				
1851:								
3 Feb.	Ditto for 8th ditto	7,000	–	–				
		87,919	7	–				
11 November	Ditto for 1st instalment of 2d loan of 49,239 *l.* 16 *s.* 6 *d.*, bearing interest at 4 per cent. per annum	25,000	–	–				
					112,919	7	–	
Produce of the sale of Three per Cent. Consolidated Annuities, purchased in pursuance of the Act 8 & 9 Vict. c. 101, with monies arising from the 1 *d.* coal duties, between 31st December 1845 and 31st March 1849					43,672	13	9	
Produce of the 1 *d.* coal duty between 31st March 1849 and the 30th September 1852, paid to the Bank of England in part discharge of principal and interest of loans					49,068	2	8	
Proceeds of sales of old materials and fixtures					5,338	14	4	
Rents collected					314	16	8	
TOTAL Amount of Receipts								211,313 14 5
EXPENDITURE:								
Purchase of premises and compensation to tenants					133,150	8	–	
Surveys, valuations, and costs of awards					2,868	12	11	
Law charges					5,946	12	10	
Repayment of principal of loans					41,235	11	9	
Interest on loans					8,067	16	10	
Interest on purchase-monies					266	18	1	
Rents					2,898	8	1	
Shoring up houses					1,096	10	7	
Putting up hoarding, building sewers and vaults, and paving the new street					6,042	5	10	
Rates and taxes					1,299	–	10	
Salary of the clerk of the works					220	–	8	
Miscellaneous payments					79	4	2	
TOTAL Amount of Expenditure								203,171 10 7
BALANCE in Hand on the 5th January 1853 £.								8,142 3 10

	£.	s.	d.
The balance of principal due to the Bank of England on 5th January 1853, was	71,683	15	3
Ditto of interest at the same date	141	8	1
TOTAL Amount due £.	71,825	3	4

William Molesworth,
Chief Commissioner of Her Majesty's Works and Public Buildings.

Examined,

22 July 1853. *A. Marshall.*

Appendix, No. 13.

Mr. *Warren*'s Opinion, 20 April 1853.

Appendix, No. 13.

I AM of opinion that no portion of the duty on coals, brought by canal or railway, within 20 miles of London, but not delivered into the port of London, by law necessarily accrues to, or forms a portion of the London Bridge Approaches Fund.

The charge on duty levied on canal-borne coal, and that levied on coal imported otherwise into the port of London, are essentially distinct in their origin and character. The former duty would seem to date from 1805, by the 45 Geo. 3, c. 128; the latter, in the shape of the Orphans' Fund, was established in the year 1694, by stat. 5 & 6 Will. & Mary, c. 10. The amount of the former was 1 *s.* 3 *d.*, since reduced to 1 *s.* 1 *d.*; the amount of the Orphan Fund was 4 *d.* for the metage, and 6 *d.* per ton for every ton of coals imported into the port of London. This distinction clearly existed down to the passing of the 10 Geo. 4, c. 136, the 72d section of which charges the duty of 6 *d.* per ton, as the fund on which the advances by the Treasury was to be secured, and which duty was the main foundation of what is subsequently denominated "The London Bridges Approaches Fund." In neither that or any subsequent statute is there any express mention of the above duty of 1 *s.* 1 *d.* charged on canal-borne coal, as constituting a part of the Fund in question, nor do I find any language in any of these Acts which can fairly be construed to include it by implication. The only words on which any argument to the contrary could be founded, are the words, "brought by inland conveyance," used in stat. 3 & 4 Vict. c. 87, s. 92, and recited in a subsequent statute; but these words are, in my opinion, far too vague to create a new and additional charge upon the corporate funds; so important an operation would undoubtedly have been effected by direct and substantive enactment.

As at the time when this "Fund" was created, both the corporation and the Government were aware of the existence of these two distinct sources of revenue, they must be taken to have intentionally excluded the canal duty, by their specific appropriation of the other duties; on the ordinary principle of law, that "the express mention of one thing implies the exclusion of another,"—*Co. Litt.* 210 *a.*

20 April 1853. (signed) *Samuel Warren.*

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DRAWBACK:

1. *Evidence generally as to the Allowance of Drawback on Coals by the Corporation of London.*
2. *Circumstances under which Hertford was excluded from the Drawback.*
3. *Papers laid before the Committee.*

1. *Evidence generally as to the Allowance of Drawback on Coals by the Corporation of London:*

A drawback of 1 *s.* out of 13 *d.* per ton is allowed by the City on all coals which coming into the Pool, are afterwards taken beyond twenty miles from the Post-office, *B. Scott* 185-195——Remarks relative to the allowance of drawback on coals consumed without the London district; very little benefit is derived from this arrangement, *Dickinson* 433-437——Drawback on coal granted by the Act of 1851 beyond a circle of twenty miles, *B. Scott* 462—— Observations with respect to the drawback on coal allowed by the Corporation; they have given up in drawback a much larger sum than they received from sea-borne and inland coals put together, *ib.* 494-496——To prevent innumerable applications for drawback the quantity was limited by law to twenty tons, *ib.* 501, 502.

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In case of suspicion as to the coals being consumed outside the area of taxation witness can require a declaration to that effect before a magistrate; this, however, is seldom or never demanded, *J. R. Scott* 1021-1029. 1051-1053——All coals passing through London and consumed south of the boundary of twenty miles are entitled to the drawback; this is generally not known at present, *ib.* 1045, 1046——The applications for drawback are merely nominal, the drawback being allowed to any person in whose name the application is made, *ib.* 1050-1053——Authority for the refusal of the drawback on coals landed without the circle of twenty miles, and afterwards conveyed within the same; Mr. Dickinson disputes the legality of this refusal, *ib.* 1054-1080——Witness has frequently refused the drawback, notwithstanding the certificate of the lock-keeper at Ware, *ib.* 1075-1077.

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In a Bill brought forward by the River Lee Navigation Company there was a clause inserted for the purpose of allowing the drawback to coals sent from London to Hertford; through the opposition of the City this clause was withdrawn, *Inskip* 848-854. 877-880——Evidence as to the circumstances under which Hertford pays the duty on coals as being within the area of limitation; the whole of the town is liable to the tax, *J. R. Scott* 890-900——The coal trade in the neighbourhood of Hertford is not restricted in any way as regards persons living beyond the area of taxation, who always receive the drawback, *ib.* 899——Evidence as to a Bill brought forward in 1852 by the River Lee Trustees, in which a clause was inserted for the purpose of allowing a drawback of the City dues on coals sent to Hertford; consent of the Government and of the City authorities to this clause; final withdrawal of the same through the subsequent opposition of the Treasury and the Corporation, *Marchant* 905. 919-924——The coal trade of Hertford has been greatly injured by the non-allowance of the drawback, inasmuch as coals can be obtained much more cheaply at Ware, it being altogether exempt from the City dues, *ib.* 912-915——Explanation as to the withdrawal of the clause in the Bill of the River Lee Trustees, by which the drawback was to have been allowed to the town of Hertford; the opposition of the City to this clause was consequent upon the objections of the Treasury thereto, *Tyrrell* 945, 946. 949-951——It depends on circumstances whether witness would grant the drawback to persons sending their own teams into St. Albans or Hertford for coals, to be consumed outside the boundary, and making their claims for exemption individually; all claims should be sent through a recognised agent or coal merchant, *J. R. Scott* 1016-1044——On coals being sent from Hertford to any place beyond the City limit of twenty miles, drawback is allowed, and the consumers have the advantage, *Gripper* 1119-1124.

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Account of the amount of duties received upon inland coals, brought by all modes of conveyance into London, and the amount paid for drawback, both foreign and inland, since the year 1838 inclusive, at which period drawback was first allowed upon duties received by the Corporation, on their account or otherwise, *App.* 218——Comparative statement showing a list of towns within and beyond the boundary of twenty miles from the General Post-office, that by the operation of the Act 14 & 15 Vict. c. 146, have been rendered liable to the payment of duties on coals brought within the limits, or entitled to receive a drawback of the duties on coals conveyed beyond, *ib.* 222——Statement showing the approximate quantities on which a drawback has been allowed during the

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Free Market. Reference to the Act 43 Geo. 3, for establishing a free market in the City of London for the sale of coals, and for preventing frauds and impositions in the vend and delivery of all coals brought into the port of London, within certain places mentioned, *Dickinson* 288.

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Grand Junction Canal. Return showing the quantity of inland coals carried on the Grand Junction Canal, and brought within the London district, from 1831 to 1852, both inclusive, *Rogers* 273; *App.* 214——Evidence showing that the London district is pointed out upon the canal by a stone fixed upon the banks, near King's Langley; formerly, previous to the last Act, this stone was near Lady Capel's Wharf, at Langley, *Rogers* 274——The removal of the stone extended the distance from London; effect of the alteration upon the quantity of coals carried by the canal company, *ib.* 275–281——There has always been a large sea-borne coal trade carried by the company, north of the City boundary, *ib.* 280–282——Observations as to the Acts under which the Grand Junction Canal Company is prohibited from bringing coals nearer to London than Grove Park, Hertford, without the payment of the duty to the Corporation, *Dickinson* 291——Statement of the coal traffic on the canal, *J. R. Scott* 551.

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Great Northern Railway. Observations as to the considerable coal trade which has sprung up in the case of the Great Northern Railway Company, *Dickinson* 336–343——Advantage which would have resulted to the consumer if a tax had not been levied on the coal introduced by the company, *ib.* 342–347 —— Particulars with respect to the Great Northern Railway Company, who purchase the Durham coals, bring them to London, and sell them on their own account, *Wood* 665–678——The company charge a higher price for coals within twenty or thirty miles of London than they do in London itself; they charge more for coals at Hitchin than they do at King's Cross, *ib.* 665–675——The coals supplied by the Great Northern do enter into competition, and have, to a certain extent, thrown out the sea-borne coal at Hertford, *ib.* 676–678.

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Great Western Railway. Return of the quantity of coals brought within the London district by the Great Western Railway in the year 1852, *App.* 175, 176——Annual return of the coals brought within the London district, from the year 1831 to 31 December 1852, *ib.* 215.

Gripper, John Jasper. (Analysis of his Evidence.)—Coal merchant at Hertford and Ware, 1112——A drawback of the City dues is allowed on all coals sold at Ware, 1113——The drawback is not granted on coals sold in the town of Hertford, in which place coals are consequently one shilling per ton dearer than in Ware, 1114–1118. 1125—— On coals being sent from Hertford to any place beyond the City limit of twenty miles, drawback is allowed, and the consumers have the advantage thereof, 1119–1124——Witness cannot say that the coal tax restricts the trade in Hertford; but for the drawback, it certainly would do so, 1126–1128. 1154–1156——Since coals have been brought to Hertford by the opening of the Great Northern Railway, the price has not been any cheaper, 1129–1136.

The coal tax is a great hardship on the people of Hereford, 1138——Previously to the Act of 1851, the City boundary was at the stone at Broxbourne; the removal of that stone has brought Hertford within the area of taxation, 1138–1140—— About the time of the passing of the Act of 1851, it was generally understood in Hertford that a promise had been given to exempt it from the duty, 1141–1149——Until the Act of 1851, Ware was liable to the duty, but is now exempt; Hertford being within the limit of twenty miles, is still subject to the duty, as it was previous to the Act of 1845; 1150–1153.

H.

Harwich. Account of the town duties levied on coals imported into Harwich, in the years 1851 and 1852; purposes to which applied, &c., *App.* 108.

Hastings. Statement of the coals and coke imported into Hastings, from 1 January 1851 to 31 December 1852, both inclusive, with the amount of duty thereon, and drawback allowed during the same period, within the district of the Hastings local Board of Health, *App.* 108.

Hertford. Hertford has always been taxable with the City coal dues, whereas Ware, which is only two miles distant, has the dues remitted by drawback, *Inskip* 837–841 ——Evidence generally as to the hardships inflicted by the coal tax on the town, other places in the neighbourhood being altogether exempt from the duty, *ib.* 842–889—— Though the shortest route from London to Hertford is twenty-six miles, the place is considered liable to the duty, as being within the area of twenty miles as the crow flies, *ib.* 855–860. 870——Previously to 1851, Hertford was almost exclusively supplied by sea-borne coals, *J. R. Scott* 960–964——Remarks to the effect that every facility is given by the City of London to the coal trade of Hertford, to enable them to compete with Ware, and other places beyond the area of taxation, *ib.* 964–982. 987, 988.

Report, 1852-53—*continued.*

Hertford—continued.

Witness cannot say that the coal tax restricts the trade in Hertford; but for the drawback, it certainly would do so, *Gripper* 1126-1128. 1154-1156——Since coals have been brought to Hertford by the opening of the Great Northern Railway, the price has not been any cheaper, *ib.* 1129-1136——The coal tax is a great hardship on the people of Hertford, *ib.* 1138——About the time of the passing of the Act of 1851 it was generally understood in Hertford that a promise had been given to exempt it from the duty, *ib.* 1141-1149.

See also *Boundary Stones. Drawback,* 2. *Lee River Navigation. London District. Ware.*

I.

Importation of Coal. see *Sea-borne Coals.*

Increase of Duties. Remarks as to the gradual increase of the coal duty; amount received from it in 1832-1836, and in each of the last five years, *B. Scott* 157-169.

Inland Coals:

1. *Generally.*
2. *Papers laid before the Committee.*

1. *Generally:*

The taxation of inland coals first commenced about 1793; they were then brought to London by the Grand Junction Canal, *B. Scott* 197-200——The coal duties leviable on coals brought into London by canal are not mortgaged to the London Bridge Approaches Fund; if the Corporation have paid this to Government, they paid it in their own wrong, and it may be considered misapplied, *Dickinson* 291-298——Evidence generally with respect to the nature of the legislation on the subject of the duty on inland coals, *ib.* 310 *et seq.*——Coals brought by railway within twenty miles of London become subject to the payment of the coal tax, but there is nothing to prevent the formation of depôts just outside the bounds, where the coal might be delivered free of duty, *ib.* 310-319——The first Act by which the City claimed the payment of dues on inland coal was obtained through the Act of Parliament of the Grand Junction Canal, which power they have continued in each Railway Bill, *ib.* 328-335.

The chief bulk of inland coal is brought by the Great Northern and the London and North Western Railways, *Dickinson* 366——It is but a small proportion of the inland coals which come to London, although the duty is levied upon the whole of them which come within twenty miles; they are chiefly consumed in the country, *ib.* 366-372——Opinion that the inland coals should be allowed to pass the circle without the payment of the dues; it is a most injurious thing to the country; the country generally would be greatly benefited by being enabled to use freely inland-borne coal without paying duty, *ib.* 409-414——Provided the duty on inland coal was abolished, the commerce of sea-borne coal would be very little reduced in the port of London, *ib.* 414——The whole imports of coal by inland traffic for 1852 is only 3,913 tons, *J. R. Scott* 551.

It is a mistaken notion to suppose that the inland coal is of an inferior quality to the generality of coal sent to London; the larger quantity of the coal sent to London is inferior to the inland coal, *Wood* 620-624——The average quality of the inland coal as compared with the average quality of the sea-borne coal is such, that supposing the inland coal were to come in free of the duty of 13*d.* it would be able to compete with the sea-borne coal, *ib.* 625——Remarks as to the general quality of the inland coal; its low price is attributable to the cheapness with which it is conveyed, *ib.* 625-630. 655——Provided the duty on inland coal was abolished, the coalowners would be able to compete with the sea-borne coal, *ib.* 679-685——Observations as to the extent of the coal fields of Yorkshire, Derbyshire, &c.; the duration of the supply will doubtless be for 500 years, *ib.* 794-799.

2. *Papers laid before the Committee:*

Account of the duties received upon inland coals, and the amount paid for drawback, in 1838 and 1841, *B. Scott* 494——Return showing the quantity of inland coals carried on the Grand Junction Canal, and brought within the London districts, for the years 1831 to 1852, *App.* 214——Statement showing the gross imports by railway and canals (sea-borne excluded) during the year 1852, as compared with the gross amount of exemptions and drawbacks allowed during the said period, in conformity with the provisions of the Act 14 & 15 Vict. c. 146 (1851), *ib.* 221.

See also *Abolition of Duties. Consumption of Coals. Drawback. Duties. Eastern Counties Railway. Grand Junction Canal. Great Northern Railway. Great Western Railway. London and North Western Railway. London and South Western Railway. Price of Coals. Railways. Sea-borne Coals. Wood Fuel.*

Inskip,

Report, 1852-53—*continued.*

Inskip, Harry. (Analysis of his evidence.)—Seed-crusher at Hertford, 834, 835——Is a large consumer of coals 836——Hertford has always been taxable with the City coal dues, whereas Ware, which is only two miles distant, has the dues remitted by drawback, 837-841——Evidence generally as to the hardships inflicted by the coal tax on the town of Hertford, other places in the neighbourhood being altogether exempt from the duty, 842-889——In a Bill brought forward by the River Lee Navigation Company there was a clause inserted for the purpose of allowing the drawback to coals sent from London to Hertford; through the opposition of the City this clause was withdrawn, 848-854. 877-880——Though the shortest route from London to Hertford is twenty-six miles, the place is considered liable to the duty, as being within the area of twenty miles as the crow flies, 855-860. 870——The communication by road between Hertford and London is not very extensive, and the people of the former place are not much affected or benefited by metropolitan road improvements, 881-889.

Inspectors. see *Collection of Duties.*

K.

Kingston-upon-Hull. Amount of duties on coals imported into Kingston received by the coal inspector, in the years 1851 and 1852; purposes to which applied, *App.* 108.

L.

Lee River Navigation. Remarks relative to the conveyance of the coal on the River Lee; the navigation is able to compete with the Eastern Counties Railway in the conveyance of coal to Hertford, *Wood* 816-824——Reference to the Lee River navigation beyond the town of Ware; there is no intention on the part of the City to place a second boundary stone there, *J. R. Scott* 1047-1049.——*See* also *Drawback*, 2.

Legislation. The course of legislation with respect to the coal tax has gone on without any reference or notice to the parties who are to suffer by it, *Dickinson* 306, 307——The Acts passed without any investigation; it is simply a charge on the coal duties fund, and there is no inquiry, *ib.* 310——With respect to many important Acts levying a tax on coals, they were referred to Select Committees, and an inquiry held previously to their being passed, *B. Scott* 454-456——With respect to publicity in levying a tax, it is never the practice of Parliament to give individuals notice; it is impossible to give three millions of people notice except by public advertisement; notices stating the general object of the Bill of 1851 were advertised in the London and county papers, *ib.* 456-460.——*See* also *Acts of Parliament.*

Leith. Letter from the town clerk of Leith, with respect to the duties on coals in that port, *App.* 108.

London Bridge Approaches Fund. The debt due to the orphans has long since been paid off, and the coal tax is now applied to public improvements, and is called the London Bridge Approaches Fund; other items included in this fund, *Tyrrell* 11-36——Reference to the London Bridge Approaches Act, the funds for carrying out which were to come out of the Orphans' Fund arising from the tax on coals, *Dickinson* 288, 289——Opinion that coals coming by railroad, which do not touch the water of the Thames or the City of London, are not liable to contribute to the fund, *ib.* 316-322——Remarks in explanation of the London Bridge Approaches Fund arising from the tax on coals; on the winding up of the Orphans' Fund accounts the balance was carried to the London Bridge Approaches Fund, *B. Scott* 446-454——Particulars relative to the profits carried to the fund, under each head of coal duties, wine duties, apprentices, freedoms, &c., *ib.* 503-508.

Circumstances under which witness submitted a case to Mr. Warren, Q. C., for his opinion as to whether the duty on coals brought by canal or railways within twenty miles of London, but not delivered into the port of London, does by law and right necessarily accrue to and thereby form a portion of the London Bridge Approaches Fund, *Dickinson* 552-556——Copy of Mr. Warren's opinion upon the subject, dated 20th April 1853, *Dickinson* 553; *App.* 230——Account of monies received and paid by the Chamberlain of the City of London in respect of rebuilding London Bridge, removing the old bridge, and for improving existing approaches and forming new approaches to the said bridge, from the 13th February 1824 to the 31st December 1846, *App.* 182-190——Return of the ground rents belonging to the fund; to whom paid; leases granted; amount of ground rent sold, and to what purpose applied, whether in liquidation of debt or otherwise, from the year 1832 to the year 1852, both inclusive, *ib.* 191-195. 216.

See also *Inland Coals*, 1. *Metropolis Improvements*, 1. *Mortgages. Orphans' Fund.*

Report, 1852-53—*continued.*

London, Brighton, and South Coast Railway. Statement of the quantity of coals brought into the London district by the London, Brighton, and South Coast Railway, from the year 1831 inclusive, *App.* 219.

London District. What witness wants is, to let people in the country carry on the commerce in coals in any way that suits their convenience, without the payment of duty to the Corporation of London, *Dickinson* 312——The inhabitants of the district just within the circle are nearly as badly off with respect to the supply of coals as the inhabitants of any portion of Great Britain, *ib.* 372——List of towns and villages in the neighbourhood of London, the inhabitants of which are subject to the tax of 1*s.* 1*d.* for the benefit of the Corporation for every ton of coals they consume, whether brought through the port of London or from any other place whatsoever, *Dickinson* 422; *App.* 217——Objections to that return, as being inaccurate; the Corporation are only benefited in 4*d.* out of the 1*s.* 1*d.*, *Tyrrell* 422——It was by the Act of 1845 that the twenty-mile circle was struck, and not by the Act of 1851; legal opinion taken with respect to the circle, which states the duty to be payable upon coals brought be rail, canal, or road, within twenty miles of the Post-office, *B. Scott* 502.

The present boundary line is, in no instance, within the full distance of twenty miles, *J. R. Scott* 535-539——Prior to the Act of 1845, not only Hertford but several towns further north were liable to the City dues on coals, *ib.* 900——Prior to the Act of 1851 it was understood that all coals were liable to the duty which were brought within twenty miles of London, without reference to the placing of the boundary stones, *ib.* 954-960——Opinion that though coals may, in the first instance, be conveyed beyond the limits of the City dues, they should still be liable to the duty, if subsequently consumed within the same, *Welton* 1179-1184.

See also *Albans, St.* *Area of Taxation.* *Boundary Stones.* *Drawback.* *Exemptions.* *Grand Junction Canal.* *Hertford.* *Roads.*

London and North Western Railway. Return of the quantity of coals brought into the London district by the London and North Western Railway in the year 1852, *App.* 176.

See also *Inland Coals,* 1.

London and South Western Railway. Statement of the quantity of coals brought into the London district by the railway from the year 1831 to 1852, *App.* 219.

M.

Manufactories. The whole of the manufacturing establishments suffer very much from the coal tax, because they consume a low-price coal; the dues bear as much as ten per cent. on the value of the coals, *Wood* 595-608——The same tax is levied upon all description of coal entering the port of London; if the duties were abolished, witness would be able to bring a very large quantity of the inferior coal for manufacturing purposes into London, and thus greatly benefit the manufacturers, *ib.*——Supposing the duty on coal was abolished, the manufacturers in London would be enabled to obtain inferior coals suited for their purposes at a reduced price; at present the same amount of duty is payable on all descriptions of coal, *ib.* 727-742——The coal tax prejudicially affects the trade of the metropolis, especially as regards the small coal used in plate-glass works and other smelting trades where coals are used, *ib.* 806.

See also *Consumption of Coals.*

Marchant, John. (Analysis of his Evidence.)—Clerk to the trustees of the River Lee Navigation, 904——Evidence as to a Bill brought forward in 1852 by the River Lee Trustees, in which a clause was inserted for the purpose of allowing a drawback of the City dues on coals sent to Hertford; consent of the Government and of the City authorities to this clause; final withdrawal of the same through the subsequent opposition of the Treasury and the Corporation, 905. 919-924.——Circumstances attending the passing of the Act of 1851 with respect to the area liable to the duty on coals; insertion of the terms "in a direct line" without the knowledge of the Lee Trustees; effect of those words in considerably extending the area of taxation, 905-911. 916-918. 925-938.

By the terms "in a direct line," a boundary stone near the Broxbourne Station of the Eastern Counties Railway was removed to within a very short distance of Hertford, contrary to a previous agreement on the subject; objections to this change in the boundary; opinion that it cannot be supported on legal grounds, 905. 908-911. 916-918. 925-938——The coal trade of Hertford has been greatly injured by the non-allowance of the drawback, inasmuch as coals can be obtained much more cheaply at Ware, it being two miles nearer London, and altogether exempt from the City dues, 912-915.

Margate. Statement of the amount of coals imported into Margate in each of the two years from April 1850 to April 1852, with the amount of duty levied thereon by the Margate Pier and Harbour Company; manner in which these duties are applied, *App.* 109.

Report, 1852-53—*continued.*

Measurement of Coals. Explanation as to the duty of 4 *d.* per chaldron having been retained as 4 *d.* per ton when the change from measure to weight was effected by the Act of 1830, by which at the same time the proportion levied for metropolitan improvements was reduced from 10 *d.* to 8 *d.*, *B. Scott* 196——One object of the Act of 1845 was for continuing the substitution of weighing for measuring, the former having been found to work beneficially, *ib.* 478.

Meters. Remarks relative to the provision made for the coal meters out of the funds arising from the Act empowering the Corporation to levy a tax on coal for the erection of a market, *Dickinson* 298——Correction of Mr. Dickinson's evidence with respect to the arrangement for the pay of coal meters; he has confounded the sea-coal meters with the land-coal meters; explanation as to the pay of the coal meters *B. Scott* 479-481.

Metropolis Improvements:

1. *Evidence generally as to the Application of a Portion of the Coal Duties to the carrying out of Public Improvements.*
2. *Papers laid before the Committee.*

1. *Evidence generally as to the Application of a Portion of the Coal Duties to the carrying out of Public Improvements:*

Enumeration of the provisions of different Acts passed in the reign of George the Third, and in each succeeding reign, with respect to taxing coals at so much per chaldron or ton, for the purposes of public improvements in the City of London, *Tyrrell* 36-49——Remarks on the Act passed in 1851 authorising further charges upon the London Bridge Approaches Fund, for the completion of certain improvements in the Metropolis, *ib.* 49-75——Reference to certain accounts placed before the Committee, showing that the sum received from the coal duties has been laid out in public improvements, *B. Scott* 223-226——Balance sheet of the charges upon the duty of 4 *d.* per ton collected by the Corporation of London for public improvements, *ib.* 271——Reference to various Acts under which a charge on coal is authorised for raising funds for City improvements, *Dickinson* 307-309——Great injustice of parties living without the bounds of the City being subject to a tax on coal for raising funds for carrying out City improvements, *ib.* 308.

The Corporation conceive that an incalculable amount of good has been effected by applying the coal duties to making bridges and opening streets in the Metropolis, *B. Scott*, 479——Opinion that it would be an injustice to levy the tax exclusively on the City; when it is applied to public works for the Metropolis the counties ought to contribute, *ib.* 489——Observations with respect to the amount expended by the Corporation on public improvements out of their duty of 4 *d.*, both within and without the City, *ib.* 518-531——The communication by road between Hertford and London is not very extensive, and the people of the former place are not much affected or benefited by metropolitan road improvements, *Inskip* 881-889.

2. *Papers laid before the Committee:*

Return of the income and expenditure in relation to improvements authorised by the Act 5 & 6 Vict. c. 101, Schedule 1, *App.* 198——Return of the income and expenditure of the duty of 1 *d.* per ton on coals, from the 1st January 1846 (the period when such duty became applicable to metropolitan improvements) to the 31st December 1852, *ib.* 202. 216——Account of all monies which have been raised for public works executed, buildings erected, or street improvements effected, out of the coal duties receivable by the Corporation of London, in the character of trustees for administration or otherwise, since the same were made chargeable by Parliament for such purposes in the year 1766, distinguishing such works, &c. as are situate in the City of London, such as are altogether without the City, and such as partake of a mixed character, being for the benefit of the City as well as of the adjoining districts; stating also the public bodies or persons entrusted by Parliament with the execution of such works and improvements, *ib.* 203-206. 216.

Return of the date of each improvement in the Metropolis chargeable to the coal tax, *App.* 207, 208——Return of the coal duty of 4 *d.* per ton with reference to the charges upon it, effected by the Corporation of London, for public improvements, *ib.* 211——Account of the total amount contributed out of the property and estates of the Corporation of London for public purposes and improvements, irrespective of the coal duties, and of the amount of the 4 *d.* coal duty, the property of the Corporation, contributed voluntarily towards such objects since the passing of the Act 5 & 6 William & Mary, *ib.* 220——Return of the sums charged by Parliament on the produce of the coal duties in force previously to the Act 1 & 2 Will. 4, c. 76 (local and personal), and remaining unpaid on the 31st day of December 1831; the sums subsequently so charged, specifying the Acts of Parliament by authority of which they have been raised and the purposes for which the money was expended, and the amount of the principal sums respectively charged on the coal duties and remaining due on the 5th January 1853, *ib.* 226-228.

'*See* also *Clerkenwell Improvements.* *London Bridge Approaches Fund.* *Mortgages.* *Spitalfields Improvements.* *Woods and Forests.*

Report, 1852-53—*continued.*

Montrose. Return of the duties on coals levied by the trustees of Montrose Harbour; amount collected in the years 1851 and 1852, *App.* 109.

Mortgages. The duty of 4*d.* per ton has been mortgaged as a separate fund for purposes of public improvements; statement of these mortgages and of certain necessary charges paid out of the amount raised by this duty, *B. Scott* 216-257. 265-270. 557-565—— The sum required for the liquidation of the principal and interest of these mortgages amounts to more than can be produced by the duty of 4*d.* per ton for the next twenty years; how far the other property of the Corporation may be liable for the repayment of the mortgages, *ib.* 221, 222. 236. 239. 240. 245. 246——The coal duties of 6*d.* and 4*d.* on coals imported into the port of London and the water of Thames are mortgaged under the head "London Bridge Approaches Fund," *Dickinson*, 291——Mortgages raised on the 4*d.* toll; there is no doubt that the City seal does constitute a collateral security, and that the Corporation cannot legally separate their 4*d.* toll from their other property, *B. Scott* 557-565——The opinion of the Recorder of London shows, "that though certain sums advanced on mortgage to the Corporation are specifically charged on the coal duty, yet in case of the insufficiency of that fund the other property and revenues of the Corporation would, subject to any preceding charges, become liable for the amount remaining due," *Tyrrell* 901-903.—— *See* also *Inland Coals*, 1.

O.

Opening of the Coal Exchange. See *Coal Exchange.*

Origin of the Tax. See *Acts of Parliament. Orphans' Fund.*

Orphans' Fund. The first Act levying a duty on coals is the 5th and 6th of William and Mary, cap. 10, and is intituled, "An Act for Relief of the Orphans and other Creditors of the City of London," *Tyrrell* 5-10——Object of this Act; its effect was to make a charge upon all coals brought into the port of London of 4*d.* per chaldron or ton for ever, and of 6*d.* for the term of fifty years, as a means of replacing the Orphans' Fund, which had been seized by the Crown in the time of Charles the Second, *ib.* 6-10——Statement as to the origin of the Orphan Fund; seizure of the fund, which amounted to about 750,000 *l.*, by the Government of Charles the Second; and resuscitation of the same in the reign of William and Mary; it became finally merged in 1834 in the "London Bridge Approaches Fund," *B. Scott* 133-144——Amounts applied out of the Orphan Fund to local improvements; the first sum thus expended was 144,000 *l.* in 1766, for rendering Blackfriars Bridge toll free, *ib.* 143-153—— Reference to the Acts which authorised the City of London to make a permanent levy on coals, for the payment of interest to the orphans, whose property had been entrusted to the City, and to other creditors of the City of London, *Dickinson* 286-288——Explanation with respect to the dues levied on coals for the purposes of the Orphans' Fund; that fund was wound up altogether in 1832, and the accounts audited by the Commissioners for Auditing Public Accounts, *B. Scott* 442-453——Return of the income and expenditure of the Orphans' Fund and the London Bridge Approaches Fund (to which funds the coal duty of 8*d.* per ton has been applied), from the period of the passing of the Act of 1 & 2 Will. 4, c. 76, to the 5th January 1853, *App.* 180, 181.

See also *London Bridge Approaches Fund.*

P.

Pensions. Remarks as to the amount of pensions charged on the 4*d.* toll; no pensions have been granted since the year 1831, *B. Scott* 566-572——Statement of the pensions granted by the Corporation of London to deputy sea-coal meters upon the abolition of their offices by the operation of the Act 1 & 2 Will. 4, c. 76, stating when the said pensions were granted, and the length of service of each pensioner; also, how many of the said pensioners survived on the 1st January 1853, and the amount of their annual pensions still payable, *App.* 223-225.

Peterhead. Statement as to the duties levied on coals at the harbour of Peterhead, and the total amounts received in the years 1851 and 1852, *App.* 109.

Plate Glass Works. See *Manufactories.*

Plymouth. Letter from the town clerk of Plymouth with respect to duties upon coals in the years 1851 and 1852, *App.* 109.

Portsmouth. Return of the amount of municipal or other duties per ton on coals levied within the borough of Portsmouth, *App.* 110——Statement of the total amount of such duties in the years 1851 and 1852, *ib.*

Report, 1852-53—*continued.*

Price of Coals. The average value of the sea-borne coal is less than the average value of inland coal, *Wood* 656-659——Diminution of the price of coal which has taken place within the last ten years, and increase of consumption resulting therefrom; causes to which the decrease in the price of coal is attributable, *ib.* 686-706——The price of coal has greatly diminished since the establishment of railways, *ib.* 800-805.

See also *Consumption of Coals.* *Manufactories.*

Proceedings of the Committee. *Resumé* of the Proceedings of the Committee *de die in diem*, *Rep.* iv-vii.

Public Improvements. see *Metropolis Improvements.*

R.

Railway Bills. With regard to Railway Bills, notice is given in the event of the most trifling intrusions upon property, but no notice is given where an alteration is made in any Act regulating the tax on coal, *Dickinson* 438.

See also *Inland Coals*, 1. *Railways.*

Railways. Remarks relative to the powers contained in certain Railway Acts for the Corporation to levy a tax on all coals brought within the circle of twenty miles of London, *Dickinson* 325-332——Witness does not believe that if the Corporation had not inserted the clause in the Railway Bills with regard to the supply of inland coal that it would have thrown over the dues which they received from sea-borne coal, *ib.* 335——There is no doubt that the Corporation and the coalowners of the North acted together in requiring the boundary stones to be placed on the railways, *ib.* 356, 357——The quantity of coals brought by railway is exceedingly limited in proportion to the sea-borne coal; the charges for conveyance are so great that witness would not be apprehensive at all of the competition of Welsh coals or inland coals brought to London by means of the railways, *ib.* 362-364——Previously to the year 1845, when the Corporation were entitled to dues on coals brought by any means of conveyance within twenty miles from the General Post-office, no railway had any traffic; all the coal traffic on the various railways has been since the year 1845, *J. R. Scott* 549-551.

Amount of the tollage or expense incurred in bringing coals by railway inland to the City of London, exclusive of the 1*s.* 1*d.* tax, *Wood* 582-591——The quantity of inland coal is very much checked by the railway companies; the companies are interested in having a long traffic, and they take care to throw as much obstacle as they can in the way of sending coal down from London into the interior, *ib.* 630-640——Impossibility of the railways at the present time supplying the demand for inland coals in London; they find a want of trucks, which is one of the great obstacles in the transmission of coals to London, *ib.* 662-664——Railways should make certain regulations with respect to the transmission of coal; witness objects to railway companies becoming merchants, *ib.* 726. 765-767——Observations with respect to the coal traffic on the railways; it is a complete monopoly in the hands of the railway companies, *ib.* 768, 769.

Return of the amount of supply brought by railways, showing each coal district from whence it is derived, and the amount from each, 1831 to 1851, *App.* 175, 176——Statement showing the years during which the respective railway companies commenced paying duties to the Corporation on account of coals brought within the limits of the boundary; also the quantities so brought, *ib.* 221.

See also *Boundary Stones.* *Conveyance of Coals.* *Inland Coals*, 2. *Railway Bills.*

Ramsgate. Amount of coal duties levied in the years 1851 and 1852; purposes to which applied, *App.* 110.

Roads. Observations relative to the stones set up in the turnpike roads by the Corporation; levy of the tax upon any coals brought within the district; this was not the case previous to the Act 14 & 15 Vict. c. 146, s. 18; the commerce of the country in coal was perfectly free before that, *Dickinson* 373-388——Although there are many bye lanes where these marks are not put up, it would be impossible to bring in coals; everybody passing within the distance, whether there is a mark or not, is liable to the payment of the duty, and to a penalty of 100 *l.* if they fail in paying it, *ib.* 381*, 382. 401——The Act empowering the Corporation to levy a tax on coals travelling on the turnpike roads should be repealed, *ib.* 408——Remarks on Mr. Dickinson's evidence with reference to the marks placed by the Corporation on the turnpike roads, *B. Scott* 485-489——Previous to the Act of 1851, coals could not be brought within the London district by carts on the turnpike roads without being liable to the payment of duty, and to a penalty in the event of evasion, *J. R. Scott* 545-548.

See also *Boundary Stones.*

Report, 1852–53—*continued.*

Rogers, Charles. (Analysis of his Evidence.)—Witness delivers in a return showing the quantity of inland coals carried on the Grand Junction Canal, and brought within the London district, from 1831 to 1852, both inclusive, 273——Evidence showing that the London district is pointed out upon the Grand Junction Canal by a stone fixed upon the banks, near King's Langley; formerly, previous to the last Act, this stone was near Lady Capel's Wharf, at Langley, 274——The removal of the stone extended the distance from London; effect of the alteration upon the quantity of coals carried by the canal company, 275–281——There has always been a large sea-borne coal trade carried by the Grand Junction Canal Company, north of the City boundary, 280–282.

Royal Exchange. Return of the receipt and expenditure for improving the site of the Royal Exchange, and the avenues adjoining thereto, in pursuance of the Acts 1 & 2 Vict. c. 100, and 5 & 6 Vict. c. 101, from 6 July 1839 to 31 December 1852, *App.* 196, 197.

S.

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